LONDON MIDLAND AND SCOTTISH RAILWAY

(NORTHERN DIVISION)

Rules and Regulations

1926

Archd Yuill
Clerk
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LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY

(NORTHERN DIVISION)

RULES & REGULATIONS

FOR THE GUIDANCE

OF THE

OFFICERS AND MEN

IN THE SERVICE OF THE

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY

(NORTHERN DIVISION)

From 1st April, 1926.

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LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY

(NORTHERN DIVISION)

THE following Rules and Regulations supersede the Rules and Regulations formerly in operation on the London Midland and Scottish Railway (Northern Division) and as contained in the undernoted Rule Books and Appendices thereto :—

Caledonian, dated	1921
Glasgow and South Western, dated ..	1917
Glasgow and Paisley, and Glasgow, Barrhead and Kilmarnock Joint Lines, dated	1907
Highland, dated	1920
Portpatrick and Wigtownshire Joint Line, dated	1922

THESE RULES AND REGULATIONS have been agreed to generally by the Companies parties to the Railway Clearing System, and apply—subject to modifications which may be made from time to time, due notice of which will be given in the Appendix or Working Notices — to the London Midland and Scottish Company's Line (Northern Division), whether in respect of their own Engines, Trains, and Servants, or those of other Companies running over their Line. The Servants of the London Midland and Scottish Railway Company (Northern Division) working over the Lines of other Companies will be bound by these Rules and Regulations, and such modifications thereof as may be issued from time to time, except where the owning Company have any exceptional or additional Rules and Regulations, in which case they will be bound by the Rules and Regulations of that Company.

Every Servant supplied with this book must make himself thoroughly acquainted with, and will be held responsible for a knowledge of, and compliance with, the whole of the following Rules and Regulations.

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GENERAL
RULES AND REGULATIONS.

Conditions of service

1—All persons employed by the Company must devote themselves exclusively to the Company's service; they must reside at whatever places may be appointed, attend at such hours as may be required, pay prompt obedience to all persons placed in authority over them, and conform to all the Rules and Regulations of the Company.

Names and addresses of servants.

2—The name and address of each servant employed in the working of the Railway must be registered at the Station to which he is attached, or at which he is paid, and the names and addresses of all persons connected with the Traffic Department (including Fog-signalmen) must be posted in the Station-master's Office, so that, if required in cases of emergency, the men may be readily found. Any change of address must be at once notified, in order that the record may be kept perfect.

Absence from, and exchange of duty.

3—(*a*) No servant is allowed to absent himself from duty, to alter his appointed hours of attendance, or to exchange duty with any other servant, without the special permission of his superior officer. In case of illness, he must immediately report the circumstances to his superior officer.

Illness.

Leave of absence of Station-master. Illness.

(*b*) No Station-master must be absent without leave from the Superintendent, except from illness, in which case he must immediately inform the Superintendent and take care that some competent person is entrusted with his duties.

Uniform—wearing and care of.

4—(*a*) Every servant receiving uniform must, when on duty, appear in it clean and neat, with the number and badge (where supplied) complete; and if any article provided by the Company be damaged by improper use, it must be made good by the servant using it.

Company's property not to be appropriated.

(*b*) Servants are not allowed to appropriate to their own use any article, the property of the Company.

Conduct of servants.

5—All servants must be prompt, civil, and obliging. They must afford every proper facility for the business to be performed, be careful to give correct information, and, when asked, give their names or numbers without hesitation.

Public safety of first importance.

6—The safety of the public must, under all circumstances, be the chief care of the servants of the Company.

Security for faithful service.

7—All persons holding situations of trust will be required to find security for their faithful services, the amount and conditions of which security will be stated upon appointment.

Superannuation and Friendly Societies.

8—Superannuation, Provident, Pension and Insurance Societies have been established or authorised by the Company, which the servants are required to join in accordance with the Regulations.

Refreshment-rooms—entering without special permission forbidden.

9—No servant, when on duty or in uniform, is allowed to enter a Station Refreshment-room, or any other Refreshment-room under the control of the Company, except by permission of the Station-master, or person in charge of the Station.

Gratuities not to be solicited.

10—No servant of the Company is allowed to solicit gratuities from passengers or other persons.

Trading forbidden.

11—No servant of the Company is allowed to trade, either directly or indirectly, for himself or others.

Misconduct punishable.

12—The Company reserve the right to punish any servant by dismissal or suspension from duty for intoxication, disobedience of orders, negligence, or misconduct, or for being absent from duty without leave, and to withhold the wages of such servant during the time of suspension, or absence from duty from any cause.

Leaving service—notice requisite.

13—No servant is allowed to leave the Company's service without giving the notice required by the terms of his engagement.

On leaving service, uniform and all property of the Company to be returned.

14—When a person leaves the service he must immediately deliver up his uniform and all other articles belonging to the Company. Any money that may be due for wages to any person leaving the service will not be paid until the clothing, book of rules, lamps, flags, tools, detonators, and all other articles the property of the Company, which may have been supplied to him, and of which he cannot give a satisfactory account, shall have been delivered up in accordance with the Company's Regulations. If not delivered up, or if any article be missing, or be damaged by improper use, the cost of such article, or of the repair of such damage, shall be a debt due from the man to the Company, and may be deducted from any pay then due, or, if such pay be found insufficient to meet the claim, will become a debt recoverable at law.

Rent.

15—The Company reserve the right to deduct from the pay of a servant, who is a tenant of the Company, any sums due for rent.

Testimonials and letters of recommendation.

16—All testimonials and letters of recommendation, except such as are addressed to the Company, or their officers, will, if required, be returned by the Company at the time the person whom they concern leaves the service.

Regulations, Notices, and Working Time-table —to whom supplied.

17—(*a*) Every Station-master, Inspector, Driver, Fireman, Guard, Signalman, Policeman, Ganger, Shunter, Checker, and Crossing-keeper; every Clerk, Porter, and other servant connected with the working of the Railway; and also every man engaged on the Permanent-way or Works affecting the Running Lines, must be supplied with, and have with him when on duty, and produce when required, a copy of these Rules and Regulations.

(*b*) Except as shown below, every person above referred to must also be supplied with, and have with him when on duty, a copy of the current Working Time-table book, or section of the book, the Appendix thereto, where issued, and any Signalling, Permanent-way, or Special Train Notices; a copy of each must also be kept in the Station-master's Office.

Exceptions.

EXCEPTIONS.—(i.) *Where two or more men are employed at one Signal-box, it is not necessary to supply each man with a separate copy of the Working Time-table book, or section of the book, as the case may be, nor of the Appendix or other Notices, but one copy of each must be supplied for the use of all the men employed at the Signal-box.*

(ii.) *At Stations where the Porters, or other servants connected with the working of the traffic, use, or have ordinary access to, the Station-master's Office, it is not necessary*

to supply each man with a copy of the Working Time-table book, or section of the book, nor of the Appendix or other Notices, but a copy of each must be kept in the Station-master's Office, so as to be accessible for reference by those men. At Stations where the men do not use the Station-master's Office, a copy of each must be kept in a convenient place, to which all engaged in the working of the traffic have ready access.

(iii.) *It is not necessary to supply Firemen who have not been passed to act as Drivers with the Working Time-tables or other Notices, but those supplied to a Driver must be accessible to his Fireman.*

(iv.) *It is not necessary to supply Undermen working under the supervision of Gangers with Working Time-tables or other Notices.*

Responsibility for supply of Notices.

(*c*) The Locomotive District Superintendents or Foremen, and Station-masters are respectively responsible for a copy of every printed and written Notice of Signal, Permanent Way, and other alterations, affecting the running of Trains, being supplied, as soon as possible after receipt, to each Driver, Fireman who has been passed to act as Driver, Guard, and Porter-Guard working over the Line affected by the Notice, and for his signature for the same being taken in the book or other document provided for the purpose, which must be available for reference when required.

(*d*) Drivers and Guards must obtain and carry with them when on duty all necessary Notices as to the signalling and general working of the Line. Notices to be obtained.

(*e*) Where the trains of one Company run over the Lines of other Companies worked upon the Block Telegraph System, it is not necessary to supply the servants of the running Company with the Working Time-table, Appendix thereto, and Special Train Notices of the Company owning the Line, it being considered sufficient that such servants be supplied with any special instructions affecting the working of that portion of the line over which the trains pass. Where trains run over other Companies' Lines.

18—If any servant lose his copy of the Rules and Regulations, Time-table, Appendix, or other document of which the Regulations require that he should be in possession, he must immediately obtain another copy from his superior officer. Lost copies of Regulations, &c., to be replaced.

19—Every servant must assist in carrying out the Rules and Regulations, and immediately report to his superior officer any infringement thereof, or any occurrence which may come under his notice affecting the safe and proper working of the traffic. Servants to assist in carrying out Regulations.

20—(*a*) No person must be allowed to travel on the railway, unless provided with a proper ticket or free pass; and no officer or servant of the Company must be allowed, unless in the execution of his duty, to ride on the Engine, or in the Driver's compartment of any Rail Motor or Motor Train or Travelling without pass or ticket forbidden.

Riding on engine or in brake-van without special authority forbidden.

Electric Train, or in the Brake-van, or in any vehicle in which luggage or parcels are conveyed, without written or printed permission from a properly authorised officer of the Company.

Persons not to travel by Goods train without special authority.

(*b*) Except persons provided with proper tickets travelling in charge of Live Stock, no person, other than a servant of the Company in the execution of his duty, must be allowed to travel by a Goods train, either with a pass or ticket, without special authority from a properly authorised officer.

Luggage left by passengers not to be taken charge of by servants.

21—The Company's servants must not take charge of luggage or other articles left at the Station for the convenience of passengers. All such luggage or articles must be deposited in the Cloak Room in the regular manner.

Lost or Unclaimed Property.

22—All lost or unclaimed merchandise, luggage, moneys or other property whatsoever found by any employee of the Company in or upon their Railways, Stations, Works or Premises, or in or upon any carriage, wagon or vehicle on their Railway, or any vessel of the Company shall—as between the Company and such employee—be deemed to have been left in the possession of the Company, and shall immediately be handed over by the employee to the person in charge of the Company's nearest Station or to the Master of their vessel. The employee so finding such property shall not have or be deemed to have any right to such property or interest therein.

23—(*a*) All servants must exercise proper care in getting between vehicles for the purpose of coupling or uncoupling them, and Shunting Poles or Sticks must be used when practicable. Getting between vehicles to couple or uncouple them.

(*b*) Men must not go between two vehicles either of which is fitted with a gangway, or between an engine and a vehicle so fitted, to couple or uncouple, until both have been brought to rest. Vehicles with communicating gangways.

(*c*) Men must not go between two coaching stock vehicles without communicating gangways before they come together, except when this can be done with safety to themselves. Coaching stock without communicating gangways.

(*d*) Men must not go between coaching stock vehicles fitted with short buffers until the vehicles are at rest. Coaching stock with short buffers.

(*e*) It is not necessary for men to go between vehicles fitted with automatic couplings, either to couple or uncouple, except for the purpose of dealing with brake pipes and heater pipes, and this must not be done until the vehicles are at rest. Stock fitted with automatic couplings.

(*f*) No attempt must be made to throw the link over the drawbar hook by means of a Shunting Pole until the buffers have actually touched. Use of Shunting Pole.

Goods wagons with screw couplings.

(*g*) Men must, whenever possible, couple Goods wagons fitted with screw couplings by means of a Shunting Pole, and must not go between the wagons in order to screw the couplings up until the vehicles are at rest.

When it is not possible to couple these vehicles by means of a Shunting Pole, men must not go between the vehicles to couple up until they are at rest.

Goods wagons with link couplings.

(*h*) Goods wagons fitted with link couplings must be coupled or uncoupled with a Shunting Pole, and men must not, except where absolutely necessary, go between the buffers. In cases where this cannot be avoided, they must wait until the wagons are at rest.

Double coupling of wagons.

(*i*) When double coupling of wagons has to be resorted to, the vehicles must be at rest before being coupled or uncoupled.

Meeting trains at Stations.

23A—(*a*) When a train is entering a Station, Porters and other Members of the Staff attending on Passengers, must stand a few yards apart, a short distance from the edge of the platform, until the train has stopped, when they must attend to the compartments which are opposite to them, irrespective of class.

Not to jump on to steps or footboards of trains.

(*b*) Servants must not jump on to the steps or footboards, or run alongside, of trains entering Stations.

Servants not to expose themselves to danger.

24—(*a*) The servants of the Company, more especially those engaged in the working of trains and in shunting and other similar operations, must not expose themselves to danger; and all are requested to prevent, as far as they possibly can, such exposure on the part of their fellow-servants, and to spare no opportunity of warning those who neglect to take proper care.

(*b*) Reckless exposure of himself or others to danger, on the part of any servant of the Company, will be treated as an offence against the Company's Regulations, and punished accordingly.

Trespassing.

25—(*a*) No person, other than a servant of the Company in the execution of his duty, must be allowed to be, or walk, upon the Railway, unless provided with written or printed permission, signed by a properly authorised officer of the Company.

(*b*) Unless instructions are issued to the contrary, any person found trespassing on premises of the Company must be requested to give his (or her) name and address, which must be handed to the Station-master at the nearest Station, with a report of the circumstances, so that proceedings may be instituted, if thought desirable.

Company's servants trespassing.

26—The Company's servants must not walk upon the Line, except when it is necessary for them to do so in the execution of their duty.

Speaking Instruments

27—(*a*) When the words "Speaking Instruments" are used they must be understood to mean either "Telephone or Telegraph Speaking Instrument."

"Train" includes "Light engine."

(*b*) Except where otherwise provided, when the word "Train" is used it must be understood to include "Light engine," *i.e.*, engine without a train.

Definition of Goods trains.

(*c*) When the words "Goods train" are used they must be understood to include all trains except those composed of coaching stock.

Mixed trains.

(*d*) Mixed trains conveying Passengers and Goods must be dealt with as Passenger trains.

SIGNALS.

FIXED SIGNALS.

Fixed Signals.

28—Fixed Signals consist of Distant, Home, Starting, Advanced Starting, Siding, Calling-on, and Shunting Signals.

Normal position of Fixed Signals.

29—The normal position of Fixed Signals is Danger, except where otherwise provided in these Rules, or by the special authority of the General Manager or General Superintendent.

RED is a signal of "**DANGER.**"
GREEN „ "**ALL RIGHT.**"

Semaphore Signals adopted on majority of Lines.

30—On the majority of Lines Semaphore Signals are adopted, but other forms of Signals are used by some Companies.

Semaphore Arms and Lamps.

31—The Semaphore Signals are constructed with Arms for Day Signals, and Lamps for Night.

Semaphore Danger Signal.

32—The Semaphore Danger Signal is shown, in the day time, by the Arm being in the horizontal position, thus :—

and by the exhibition of a Red Light by night.

NOTE.—*On some Companies' Lines, a Purple or White Light is used as the Danger Signal for controlling Sidings and Bay Lines.*

Semaphore All Right Signal.

33—The Semaphore All Right Signal is shown, in the day time, by the Arm being lowered, thus :—

and by the exhibition of a Green Light by night.

NOTE.—*On some Companies' Lines, the Arm is lowered parallel with the post, thus:—*

DISTANT SIGNALS.

Distant Signals.

34—(*a*) Distant Signals are fixed at some distance from the point at which the Home Signal is placed, and where Semaphores are used as Distant Signals the Arms are notched or swallow-tailed, thus :—

Distant Signal on Home, Starting, or Advanced Starting Signal post.

(*b*) Where it is found necessary to place the Distant Signal Arm worked from a Signal-box in advance on the post of the Home, Starting, or Advanced Starting Signal

applicable to the same Line, of the Box in the rear, the Distant Signal will be the lower, and the Home, Starting, or Advanced Starting Signal the upper, Arm of that post.

Use of Distant Signal.

35—Distant Signals must be placed at Danger immediately they are passed by a train, and also whenever any obstruction or danger exists upon the Line they are intended to protect.

Observance of Distant Signal.

36—When a Driver finds a Distant Signal at Danger he must reduce speed and proceed cautiously towards the Home Signal, being prepared to stop if necessary.

Distant Signal fixed near to another Box.

37—Where the Distant Signal worked from one Box is fixed near to another Box, the Signalman on duty at the Box near to which the Signal is fixed will be held responsible for seeing that the Signal is in working order, and that the light of such Signal is burning properly when necessary. This will not, however, relieve the Signalman from whose Box the Distant Signal is worked from satisfying himself that the Signal is working correctly.

HOME SIGNALS.

Home Signals.

38—Home Signals are fixed at Stations, Junctions, Sidings, and Signal-boxes, and, as a rule, are so placed as to indicate by their positions the Lines to which they apply; when more Arms than one are fixed on the same side of a post they apply generally as follow, viz.:

The first or top Arm, to the Line on the left;

The second Arm, to the Line next in order from the left;

and so on.

Home Signal not to be passed at Danger, except where otherwise provided.

39—No train must pass a Home Signal at Danger, or foul the Crossings or Points to which it applies, except as prescribed in Rules 73, 73A, 220, and 232, or where a Calling-on Arm is in use.

Where more than one Home Signal is provided, outermost or intermediate Home Signal if Home Signal immediately ahead be at Danger not to be lowered until train is close to such Signals

40—(*a*) Where more than one Home Signal is provided the outermost or any intermediate Home Signal, should the Home Signal immediately ahead be at Danger, must not be lowered for an approaching train until the train is close to such Signal and has been brought quite, or nearly, to a stand.

Home Signal not to be lowered for train which has to stop at Starting Signal until train is close to Home Signal

When the Starting Signal is at Danger, the Home Signal immediately in rear of it must not be lowered for an approaching train until the train is close to such Home Signal and has been brought quite, or nearly, to a stand. In foggy weather or during falling snow, the Driver must, when practicable, be verbally informed that he is only to draw forward towards the Starting Signal.

Driver to go slowly forward when Signal is lowered, but not to pass out of sight of Signalman.

(*b*) The Driver of any train which has been so stopped, or brought nearly to a stand, must, after the Signal has been lowered, go slowly forward to the next Signal, but when proceeding towards a Starting Signal must (except for Station duties or shunting purposes, or as shown in next paragraph) only proceed as far as is necessary to leave the last vehicle well clear of Junction Points and Junction Crossings, and, as far as practicable, within sight of the Signalman. The Starting Signal must not be passed until it is lowered, except as provided in Rule 44.

Starting Signal not to be passed until lowered.

At places where Track Circuit or other apparatus is provided in connection with the Starting Signal to avoid the necessity for trainmen having to go to the Signal-box to carry out Rule 55, the Driver must go forward to the Starting Signal.

(*c*) If the Signal-box is between the Home and Starting Signals, the Driver must be prepared to stop at the Box if necessary. Driver to stop at Signal-box if necessary.

(*d*) When trains are allowed to go forward under the "Section Clear but Station or Junction Blocked" Signal (Block Telegraph Regulation 5), the Signalman must, if the train has not already passed the Home Signal towards the Starting or Advanced Starting Signal, bring the train to a stand at the Home Signal, and verbally instruct the Driver that the Section is clear to the next Home Signal, but that the Station or Junction ahead is blocked. A Green Flag by day and a Green Light by night, held steadily in the hand, must, at the same time, be exhibited to the Driver, and the necessary Fixed Signals lowered to give permission for the Train to proceed. When trains are allowed to go forward under "Section Clear but Station or Junction Blocked" Signal.

(*e*) Where the Home Signal is at such a distance from the Signal-box that it is not possible for the Signalman to communicate verbally with the Driver when the engine is standing at the Home Signal, and there is no Calling-on Arm, the Signalman must, after bringing the train to a stand at the Home Signal, lower it to allow the Driver to draw to his Box, and must stop the train Where Home Signal is at a distance from Signal-Box.

at the Box by exhibiting a Red Flag by day and a Red Light by night. The Driver must then be verbally instructed that the Section is clear to the next Home Signal, but that the Station or Junction ahead is blocked, after which a Green Flag by day and a Green Light by night, held steadily in the hand, must be exhibited to the Driver, and the necessary Fixed Signals lowered to give permission for the train to proceed.

When train is assisted by engine in rear.

(*f*) If the train is assisted by an engine in the rear, a Green Flag by day and a Green Light by night, held steadily in the hand, must also be exhibited to the Driver of the Engine in the rear of the train.

Train stopped at Home Signal where no Starting Signal.

41—(*a*) At places where Starting Signals are not provided, when a train has been stopped at the Home Signal, and it is necessary to draw it within such Signal before the Line ahead is clear, the Signalman must lower the Home Signal after verbally instructing the Driver to bring his train under the protection of the Home Signal.

Train required to be brought within such Home Signal

(*b*) Where the Home Signal is at such a distance from the Signal-box that it is not possible for the Signalman to communicate verbally with the Driver when the engine is standing at the Home Signal, and there is no Calling-on Arm, the Signalman must, after bringing the train to a stand at the Home Signal, lower it to allow the Driver to draw to his Box, and must stop the train at the Box by exhibiting a Red Flag by day and a Red Light by night, and then,

by verbal instructions, give the Driver clearly to understand the state of the Line ahead.

(*c*) Drivers must not go forward until they clearly understand the verbal communication which the Signalman has made to them as to the state of the Line ahead, and then only with their engines under the needful control to ensure safety. Drivers to clearly understand verbal communication.

(*d*) When the Line is clear, the Signal for the train to proceed must be given by the Signalman showing the Driver a Green Light by night and a Green Flag by day, held steadily in the hand.

42—Whenever the Distant Signal is at Danger, the Danger Signal must also be exhibited at the Home Signal, except when a train has passed the Distant Signal at Danger, in which case the Home Signal only must be lowered to allow the train to pass. Use of Home Signal

CALLING-ON SIGNALS.

43—(*a*) Where short arms are fixed as Calling-on Signals upon Posts of Home Signals or on Posts of Starting Signals where Advanced Starting Signals are provided they are placed below the Home or Starting Signal. When a Calling-on Arm is lowered, the Driver must draw forward past the post of the Signal on which the Calling-on Arm is fixed as far as the Line is clear. If, after lowering the Calling-on Arm, the Signalman wishes to communicate with the Calling-on Arms.

Driver, and the Signal-box is ahead of the Calling-on Arm, he must show a Hand Danger Signal from the Box to stop him. The lowering of the Calling-on Arm is not an authority for the next Stop Signal in advance to be passed at Danger.

(*b*) Unless instructions are issued to the contrary, the Calling-on Arm must not be lowered until the train has been brought to a stand at it.

STARTING AND ADVANCED STARTING SIGNALS.

Starting and Advanced Starting Signal not to be passed at Danger.

44—Starting Signals (where Advanced Starting Signals are not provided) and Advanced Starting Signals control the entrance of trains into the Section ahead, and must not be passed when at Danger, except as follow :—

Exceptions.

(*a*) *Where there are Shunting Arms. See Rule* 46.

(*b*) *When Signal is defective, or cannot be lowered owing to failure of a track circuit or other interlocking apparatus. See Rules* **73** *and* **73A**.

(*c*) *Single Line Working during Obstruction. See Rule* 232.

(*d*) *Where the Points of Sidings or Cross-over-roads are so near to a Starting or Advanced Starting Signal as to render it necessary for the Signal to be passed for Shunting purposes and a Shunting Arm is*

not provided, Drivers may, for the purpose of performing shunting operations, pass the Starting or Advanced Starting Signal when at Danger upon being directed to do so by the Signalman, either verbally or by a Green Hand Signal, which must be held steadily in the hand, but they must not proceed on their journey until the Starting or Advanced Starting Signal has been lowered.

(*e*) *When a train or engine is required to enter an obstructed section to assist a disabled train, upon the Driver being instructed verbally by the Signalman in accordance with Block Telegraph Regulation* 14.

(*f*) *When it is necessary to allow the front portion of a divided train to proceed into the section ahead in accordance with Rule* 220.

(*g*) *When an engine is required to enter a section to examine the Line, upon the Driver being instructed verbally by the Signalman in accordance with Block Telegraph Regulation* 14A.

Line clear between Starting and Advanced Starting Signals.

45—(*a*) Where Advanced Starting Signals are provided the Starting Signal must not be passed at Danger, but when the Line is clear between the Starting and Advanced Starting Signals, and the Advanced Starting Signal is at Danger, the Starting Signal must not be lowered for an approaching train until the train is close to such Starting Signal and has been brought quite, or nearly, to a stand.

Driver to go forward slowly towards Advanced Starting Signal when Starting Signal is lowered.

(*b*) The Driver of any train which has been stopped, or brought nearly to a stand, at the Starting Signal, must, after the Starting Signal has been lowered, go slowly forward towards the Advanced Starting Signal, but (except for Station duties or shunting purposes or as shown below) must only proceed as far as is necessary to leave the last Vehicle well clear of Junction Points and Junction Crossings, and, as far as practicable, within sight of the Signalman. The Advanced Starting Signal must not be passed until it is lowered except as provided in Rule 44.

Advanced Starting Signal not to be passed until lowered.

At places where Track Circuit or other apparatus is provided in connection with the Advanced Starting Signal to avoid the necessity for trainmen having to go to the Signal-box to carry out Rule 55, the Driver must go forward to the Advanced Starting Signal.

When train brought to a stand at Starting or Advanced Starting Signal.

(*c*) Except where instructions are issued to the contrary, when a train has passed the Signal-box and is brought to a stand at the Starting or Advanced Starting Signal, the Driver must understand that the lowering of the Starting or Advanced Starting Signal is an indication that the Line is only clear to the Home Signal at the Signal-box in advance, and that he must regulate the speed of his train in the same way as if he had been verbally instructed to proceed under the "Section Clear but Station or Junction Blocked" Signal.

(*d*) In foggy weather or during falling snow—unless Track Circuit or other apparatus is provided in connection with the Advanced Starting Signal to avoid the necessity for Trainmen having to go to the Signal-box to carry out Rule 55—no train must be drawn past the Starting Signal towards the Advanced Starting Signal except for Station duties or shunting purposes, or where special instructions are issued to the contrary. Use of Advanced Starting Signal in foggy weather or during falling snow.

SHUNTING SIGNALS.

46—Where these Signals are fixed as lower Arms upon the Starting or Advanced Starting Signal posts, the lowering of the Shunting Arm authorises a Driver to pass, for shunting purposes only, the Starting or Advanced Starting Signal when at Danger, but no train must go forward on its journey until the Starting or Advanced Starting Signal, as the case may be, is lowered. Shunting Signals.

DISC OR DWARF SIGNALS.

47—(*a*) Where these Signals are used to regulate the passage of trains between Sidings and Running Lines, or between one Running Line and another, or shunting operations in Sidings, the Danger Signal is shown, in the daytime, by a Red Disc, or Dwarf Signal with a Short Arm, and at night by a Red or White Light. Disc or Dwarf Signals.

(*b*) The All Right Signal is shown, in

the day-time, by the Disc being turned off, or the Arm being lowered, and at night by a Green Light.

NOTE.—*On some Companies' Lines, a Purple or small White Light is used as the Danger Signal for Ground Discs controlling Sidings, Crossover-roads, and Bay Lines, and on other Companies' Lines no Light is shown to indicate the Danger position.*

SIDING SIGNALS.

Siding Signals.

48—(*a*) When the exit from Sidings is controlled by Disc or Semaphore Signals, no attempt must be made to take a train from such Sidings until the Signal is turned off or lowered, nor must a Driver, whilst waiting for such Signal to be turned off or lowered, allow his engine to stand foul of any other Line.

(*b*) When a Signal applies to more than one Siding, and more than one engine is in the Sidings at the same time, no Driver must move towards the Signal until he has been instructed to do so by the Shunter or other person in charge.

BACK LIGHTS OF FIXED SIGNALS.

Back Lights of Fixed Signals.

49—The Back Lights of Fixed Signals show a White Light to the Signalman when at Danger, and a Purple Light or no Light when at All Right.

HAND SIGNALS.

Hand Signals.

50—(*a*) These Signals will be made with Flags by day, and with Lamps by night and in foggy weather or during falling snow. A Red Light or a Red Flag indicates Danger, and except as shown below must be used only when it is necessary to stop a train.

In the absence of a Red Light, any Light waved violently denotes danger.

Exceptions—

1. To indicate to Driver during foggy weather or falling snow that the Distant Signal is at danger —Rules 76 (*c*) and 81.	Red Light or Red Flag held steadily in the hand by Fog signalman at Distant Signal.
2. To indicate to Driver that single line working is in operation — Rule 227 (*b*).	Red Light or Red Flag held steadily in the hand by Flagman at Distant Signal applicable to the line upon which single line working is in operation.
3. To indicate to Driver that Distant Signal is defective and cannot be placed at danger—Rule 73 (*i*).	Red Light or Red Flag held steadily in the hand by Flagman at Distant Signal.

(*b*) After a train has been brought to a stand by the exhibition of a Hand Danger Signal from a Signal Box, the Driver must not move, although the Hand Danger Signal may have been withdrawn, until an All Right Hand Signal has been exhibited by the Signalman. This All Right Hand Signal will not authorise the Driver to pass a Fixed Signal at Danger, unless he has been verbally instructed to do so.

The purposes for which a White or a Green Hand Signal is used are as follow:—

1. Move forward, in shunting—Rule 52.	White Light waved slowly up and down.
2. Move back, in shunting —Rule 52.	White Light waved slowly from side to side across body.
3. Move forward slowly, in Shunting—Rule 52.	Green Light waved slowly up and down.
4. Move back slowly, in shunting—Rule 52.	Green Light waved slowly from side to side across body.
5. Guard's signal to Driver to start, and to indicate that Guard or Shunter has rejoined train — Rules 55 and 171.	Green Light or Green Flag (where used) held steadily above the head by Guard.
6. To indicate by night to Driver of Goods train after starting that his train is complete — Rule 171.	Green Light waved slowly from side to side by Guard from his van.
7. To indicate to driver that train is divided — Rule 220.	Green Light or Flag waved slowly from side to side by Signalman.
8. (*a*) To give an All Right Signal to Driver where there is no Starting Signal—Rule 41. (*b*) To authorise Driver to draw forward to Starting or Advance Starting Signal after having been stopped at Signal Box—Rules 40 (*c*) and 50 (*b*).	Green Light or Flag held steadily in the hand by Signalman.
9. To authorise Driver to pass Starting Signal at Danger, for shunting purposes—Rule 44.	Green Light or Flag held steadily in the hand by Signalman.

10. To indicate to Driver in foggy weather or during falling snow that the Signal is at All Right—Rules 81 and 144.	Green Light or Flag held steadily in the hand by Fog-signalman.
11. To reduce speed for Permanent Way operations —Rules 76, 155, 244, 255, and 256.	Green Light or Flag waved slowly from side to side by Underman.
12. To give an All Right Signal to Driver when Fixed Signal is disconnected or out of order—Rule 73.	Green Light or Flag held steadily by Hand-signalman at the Signal, or by Signalman at the Box for a Driver to proceed to the Signal-box before the Hand-signalman has arrived.
13. To indicate to Driver that Section is clear, but Station or Junction is blocked—Rule 40.	Green Light or Flag held steadily by Signalman after bringing train to a stand and giving verbal warning.
14. To indicate to Driver of Goods train, timed to stop at a Station, that there is nothing to pick up, and that if he has nothing to put off he may run through—Rule 173.	Green Light or Flag waved slowly up and down.
15. To indicate that Catch Points are in right position for train to pass in facing direction—Rule 236.	Green Light or Flag held steadily in the hand by man at Points.
16. To caution Driver entering Terminal Station, or Station worked under special instructions, if Line is not clear—Rule 87.	Green Light or Flag held steadily in the hand by Signalman after bringing train to a stand and giving verbal warning.

17. To caution Driver of following train on Time Interval System –Time Interval Regulation 3. (Appendix IV.)	Green Light or Flag held steadily in the hand by Signalman after bringing train to a stand and giving verbal warning.
18. To indicate to Driver that Slip portion is detached — Slip Carriage Regulation 7. (Appendix X.)	Green Light or Flag waved slowly up and down by Slip Guard.

51—*In the absence of Flags*—

Danger Signal.

(*a*) Both arms raised above the head denotes Danger, thus :—

Caution Signal.

(*b*) One arm raised above the head denotes Caution, thus :—

(*c*) One arm held in a horizontal position denotes All Right, thus :—

All Right Signal.

52—(*a*) In shunting operations by night, or when necessary in foggy weather or during falling snow, a White Light waved slowly up and down means "Move forward," *i.e.*, go away from the person giving the signal; a White Light waved slowly from side to side across the body means "Move back," *i.e.*, come towards the person giving the signal. Shunting Signals by night.

(*b*) A Green Light used instead of a White Light as above means "Move forward slowly," or "Move back slowly."

53—(*a*) Hand Lamps and Flags, when used as Signals, except where they are employed for the purpose of marking the actual point of obstruction, must be held in the hand, and not placed upon, or stuck into, the ground, or fixed elsewhere. Hand Signals to be held in hand.

(*b*) When it is necessary for a Signalman to give a Hand Signal, the Flag or Lamp must always be exhibited outside the Signal-box.

SIGNALLING IN CONNECTION WITH TRAINS SHUNTING OR RUNNING IN WRONG DIRECTION.

Distant, Home, Starting and Advanced Starting Signals apply only to trains running in proper direction. Mode of signalling during shunting, and of signalling trains running in wrong direction.

54—Distant, Home, Starting, and Advanced Starting Signals apply only to trains travelling in the proper direction on the Running Lines, and must not be used for any other purpose, except as provided in Rule 232. Trains moving in the wrong direction on any Running Line or Shunting from one Running Line to another, or Shunting into, or out of, Sidings connected with Running Lines, must, unless Fixed Signals are provided for the purpose of Signalling such operations, be Signalled either verbally, or by Hand Lamp or Flag, as occasion may require.

DETENTION AT HOME OR STARTING SIGNALS.

Driver to whistle, and Signalman to be reminded by Guard, Shunter, or Fireman of position of train.

55 (*a*) In clear weather when a train has been brought to a stand owing to a Home, Starting, or Advanced Starting Signal being at Danger, the Driver must sound the engine whistle, and, if still detained, the Guard, Shunter, or Fireman must (except where printed instructions are given to the contrary) go to the Signal-box and remind the Signalman of the position of the train, and, except as provided for in clause (*f*), remain there until the Signalman can give permission for it to go forward. In no case (except where printed

instructions are given to the contrary as stated above), must a train stand more than three minutes at a Signal before the man goes to the Signal-box.

In foggy weather or during falling snow, upon the train coming to a stand, the Driver must sound the engine whistle, and, if the Signal is not immediately lowered, the Guard, Shunter, or Fireman must (except where printed instructions are given to the contrary) at once proceed to the Signal-box and remind the Signalman of the position of the train, and, except as provided for in clause (*f*), remain there until the Signalman can give permission for it to go forward.

In the case of Single Lines, if the Driver is in possession of the Train Staff or Train Tablet, it is not necessary for the Fireman or Guard to go to the Signal-box to remind the Signalman of the position of the Train in connection with trains detained at Home Signals.

Guard, Shunter, or Fireman to go to Signal-box.

(*b*) When a train or vehicles have passed a Home Signal, and are waiting to be crossed to another Line, or to be let into a Siding, or have been shunted on to the opposite Running Line, or placed on either a Main or Branch Line at a Junction, or when a train or vehicles have been shunted from a Siding on to a Running Line and are waiting to be crossed to another Line, the Guard, Shunter, or Fireman must (except where printed instructions are

given to the contrary), when the train or vehicles come to a stand, **proceed immediately** to the Signal-box, and remind the Signalman of the position of the train or vehicles, and, except as provided for in clause (*f*), remain in the Box until the Signalman can give permission for them to proceed or to be shunted clear of the Running Lines.

(*c*) The duty of going to the Signal-box must (except in the case of Rail Motor Cars and Motor Trains) be performed by the Guard, Shunter, or Fireman who is nearest to the Signal-box.

Rail Motor Cars and Motor Trains.

In the case of Rail Motor Cars and Motor Trains, the duty of going to the Signal-box must be performed by the Guard or Shunter. When there is not a Guard or Shunter the duty must be performed by the Driver if he is in the opposite end of the Train to the engine, and by the Fireman if both men are on the engine.

(*d*) When a train or vehicles have been shunted from one Running Line to another, the Guard, Shunter, or Fireman, as the case may be, must, before going to the Signal-box, satisfy himself that the Line from which the train or vehicles have been shunted is clear.

Time to be allowed for man to rejoin his van or engine before Signal is lowered.

(*e*) Sufficient time must be allowed for the Guard, Shunter, or Fireman to rejoin the train before the Signal is lowered, and the Driver must not, when the Signal

is lowered, go forward until he has received a Hand Signal from the Guard or Shunter to intimate that he has rejoined the train. By day the Hand Signal will be the All Right Signal in accordance with Rule 51, or (where used) by the exhibition of a Green Flag, and by night, a Green Light held steadily above the head.

If the Signal-box is ahead of the Signal, it will not be necessary before the Signal is lowered to wait until the man has returned to the train, but the Driver must, when the Signal is lowered, proceed slowly to the Box to enable him to rejoin the train.

(*f*) Where mechanical or other appliances which require to be operated by the Signalman are provided to serve as a reminder that certain Signals must not be lowered or turned off, the Signalman must make prompt use of such appliances; and the Guard, Shunter, or Fireman who has gone to the Signal-box in accordance with clauses (*a*) and (*b*) must return to the train after receiving an assurance that the Signalman has protected it by such appliances.

Where mechanical or other appliances are used as reminder to Signalman.

WORKING OF POINTS AND SIGNALS.

Points, Signals, Interlocking, and other apparatus to be examined and reported when defective.

56—The Signalman on duty must see that the Points, Signals, Interlocking, Electric and other Apparatus are kept in

perfect working order; and he must immediately report to the Station-master under whose supervision he acts, and to the Inspector of Permanent-way, or other person in charge of repairs, any case in which the Points, Signals, or Interlocking arrangements are out of repair, or not properly cleaned and oiled; and the Station-master must, where necessary, telegraph the circumstances to the proper authorities.

Damage to Points, Rails, or Crossings to be reported.

57—When, from the passage of a train or other cause, any Point, Crossing, or Check Rail is damaged or strained, or the Rails themselves are split or strained, the circumstances must immediately be reported to the Station-master and Inspector of Permanent-way, or Ganger, and all trains must be stopped, or allowed to pass over slowly, as may be necessary, until the damage is repaired.

Signals to be examined.

Care in putting a Signal to Dange

58—The Signalman must satisfy himself that his Fixed Signals work well, are kept clean, and show properly. Care must be used in putting a Signal to Danger. It is not sufficient merely to move the lever, but the Signalman must, at the same time, watch the Signal so as to ascertain that it obeys the lever and goes fully to Danger. Where a Fixed Signal is out of the Signalman's sight and its working is indicated by a Repeater in the Signal-box, he must satisfy himself by observation of the

Repeater that the Fixed Signal is working properly, and if a Signal Light Repeater or Indicator is also provided see that the Repeater or Indicator shows the lamp is burning properly. He must also take care that the Signal wires are kept properly adjusted by means of the regulating screws or links, so as to compensate for the expansion and contraction caused by variations of temperature.

Wires to be regulated.

59—Should any impediment or obstruction exist upon the Line within the sight or knowledge of the Signalman, he must place or keep the necessary Fixed Signals at Danger, and take any other steps to prevent any train approaching the obstruction, until such impediment or obstruction has been removed and the Line made perfectly clear and safe.

Signals to be exhibited in case of obstruction.

60—(*a*) When a train is approaching Facing Points the Signalman must see that the lever which governs them is close home to the frame, and that the catch is firmly down in the notch, and remains so until the whole of the train has passed. He must also from observation, when practicable, assure himself that the Points have obeyed the lever and are in the proper position.

Facing Points.

(*b*) Facing Points not frequently used must be occasionally tested by the Signalman, so that he may satisfy himself they work well and that no part is damaged.

(*c*) Facing Points not worked from a Locking-frame must be securely fastened or held for the passage of each train.

Signal to be replaced at danger after passage of train.

61—(*a*) A Distant, Home, Starting, or Advanced Starting Signal must be placed at Danger immediately it is passed by a train, except as laid down in clauses (*b*) and (*c*).

(*b*) When a Signal other than a Distant Signal has been lowered for the passing of a train, it must not (except in case of accident or obstruction, or as provided for in Rules 64 and 248, paragraph (*f*)), be again placed at Danger until the last vehicle of the train has passed it, or the train has been brought to a stand; nor, in the case of a Junction, until the last vehicle of the train has passed it, and is clear of the Junction Points.

(*c*) Should a train, owing to an accident or any other cause, be brought to a stand with its rear portion outside the Home Signal, the Signal must be placed at Danger to protect the train.

Shunting carriages or other vehicles.

62—(*a*) Signalmen must exercise great care in shunting carriages and other vehicles. They must not move the Points until they have obtained a Signal from

the Guard or Shunter, or from the Driver or Fireman in the case of a light-engine, that the last vehicle or the light-engine, as the case may be, is clear of the Points.

(*b*) After Shunting operations of any description, the Signalman must see, or have intimation from the Guard or Driver (or, if a Shunter has been employed, then from him), that the carriages or other vehicles have been left secure in the Sidings, and that the Running Lines are clear before lowering the Signals to allow any train to pass.

(*c*) When it is necessary to shunt vehicles on any Running Line, the Guard or Shunter must satisfy himself that, in the Shunting operations, none of the vehicles have become detached, and are left upon any Running Line.

(*d*) Vehicles loaded with long timber or other long articles, secured by chains or ropes and stanchions, upon more than two wagons, must not be moved for Shunting purposes when a Passenger Train is either passing or is signalled to approach, if the Line on which the Passenger Train travels would be at all likely to become fouled were the wagons to leave the rails during the shunt. Shunters, Guards, and Signalmen must arrange with each other to stop Shunting when necessary so as to carry out this instruction.

Catch Points.

63—Where Catch Points are worked from Signal-boxes, Signalmen must, in order to prevent any vehicle running back on the Line in which the Catch Points are provided, keep the Points open for the runaway end, except when required to be closed for trains to pass over them on the Running Line. Should it be necessary to move a train in the wrong direction on the Line provided with Catch Points (whether worked from a Signal-box or not), care must be taken that the Points are right for the direction in which the train is moving.

When two trains approach a Junction at same time or nearly same time.

64—(*a*) If, when two or more trains approach a Junction at the same time or at nearly the same time, the Signalman should have placed in the "all right" position the Signals for a train which should have been kept back for the passage of another, he must not attempt to alter the order of the trains by reversing the Signals, but must place them all at Danger, and so keep them until all the trains have been brought to a stand, when precedence can be given to the proper train.

Reversing of Signals.

(*b*) When, after a Signal has been placed in the "all right" position for a train to start, it is found necessary for the Signal to be replaced to Danger before the train starts, the Signalman must, when practicable, before he allows any obstruction of the line to which the Signal applies, satisfy himself that the Driver is aware of the Signal having been reversed.

This, however, will not relieve the Driver of the responsibility of satisfying himself as to the position of the Signal by personal observation before starting.

(*c*) If, when approaching or about to pass Signals which are in the "all right" position, the Driver brings his train to a stand, he must, before re-starting, again observe the position of the Signal.

If unable to proceed in the usual course, the Driver must arrange for the Signalman to be immediately advised of the circumstances.

Signals, &c., not to be worked by unauthorised persons.

65—(*a*) Train Register Boys, Telegraphists, Telephonists, or other unauthorised persons must not be allowed to work the Signals or Points, or the Electrical Train Signalling Instruments or Bells.

Points not to be moved without Signalman's permission.

(*b*) No person must move any Points which lead to a Running Line, or from one Running Line to another, without the permission of the Signalman in charge.

Signal-box to be kept private.

66—(*a*) Each Signalman must keep his Signal-box strictly private, and not allow any other persons than the authorised officers and servants of the Company to enter it.

Signal-box to be kept clean.

(*b*) Signal-boxes and the Instruments and other appliances therein must be kept in proper order and perfectly clean.

Lighting Signal Lamps.

67—(*a*) Except where long burning Lamps are provided, the Signal Lamps must be lighted as soon as it commences to be dusk, and in foggy weather or during falling snow.

Extinguishing Signal Lamps.

(*b*) At places which are open all night, the Signal Lamps which are attended to daily must not, unless instructions are issued to the contrary, be extinguished until broad daylight.

Places closed during night

(*c*) At places which are closed during the night, the Signal Lamps which are not long burning, must, unless instructions are issued to the contrary, be extinguished after the Signal-box has been closed, and, if the Box has to be opened in the morning before daylight, they must be re-lighted in sufficient time for the passage of the first train.

Danger Signal to be shown when Signalman leaves his Box temporarily.

68—When it is necessary for a Signalman to leave his Signal-box for the purpose of re-lighting or re-trimming any of his Signal Lamps, he must not do so unless all his Signals are at Danger.

Signalman leaving duty to give information to man by whom he is relieved.

69—Signalmen must change duty only at the appointed time.

Every Signalman being relieved must, before leaving duty, inform the Signalman relieving him whether the Electrical Instruments, Signals, Points, &c., are in good working order, what trains, if any,

are in the Section on either side of the Signal-box, or are signalled, and whether there is any other matter, the knowledge of which is necessary to enable the man relieving him to properly discharge his duty.

The relieving Signalman before taking duty must, as far as practicable, satisfy himself that he has received all information in regard to the matters referred to above.

A Signalman leaving duty, after giving all necessary information to the man relieving him, must leave the Signal-box without delay.

A Signalman opening a Signal-box must, as soon as possible, satisfy himself that the Electrical Instruments, Signals, Points, &c., are in good working order.

Each Signalman must enter in the Train Register Book, or other book provided for the purpose, the time of his arrival on duty and the time of his leaving, and place his signature thereto.

FIXING, REMOVING, OR REPAIRING SIGNALS OR APPARATUS FOR WORKING POINTS AND SIGNALS.

Erection or removal of Signals, or other work in connection with Points or Signals.

70—Before the erection or removal of Signals, or the prosecution of other work in connection with Points or Signals which may interfere with the safe working of the Line, the man in charge of the work must, unless the work has been previously arranged for between the Signalling and the Traffic Departments, and the necessary notice issued by the General Superintendent, communicate with the District Superintendent, District Controller, Traffic Inspector, or Station master, as the case may be, who will make any special arrangements that may be necessary in connection with the working of the traffic during the time such alterations or repairs are being effected. Where there is no Station-master or Signalman, and no special arrangements have been made with the Traffic Department, the man in charge of the work must provide for the safety of the Line in accordance with Rule 254.

Disarrangement of Interlocking or disconnection of Signals, Points, &c.

71—(*a*) When the work involves the disarrangement of the Interlocking apparatus, or the disconnection of Signals, Points, Facing Point Bars or Locks, Fouling Bars, Detectors, Bridge Bolts, Turntable Bolts, or Level Crossing Gates, the man in charge of the work must, before the work is commenced, give to the Signalman an exact

description of the nature of the work, and the Signalman must enter in the Train Register or Book provided for the purpose the words "Locking disarranged," with the numbers of the levers which will be interfered with; both he and the man in charge of the work must sign their names, and the time must be recorded.

(*b*) When the work involves the disarrangement of the Interlocking, or when it is necessary to disconnect a Facing Point, Facing Point Bar or Lock, Bridge Bolt, or Turntable Bolt, the man in charge of the work must, before the work is commenced, disconnect and fix at Danger the Distant Signals applicable to the Lines affected.

Hand-signalman.

(*c*) A Hand-signalman to work under the instructions of the Signalman must be provided, and act in accordance with Rule 73 or 73A.

(*d*) Before interfering with the Locking connections, the man in charge of the work must satisfy himself that the Hand-signalman is at his post.

Signalman to communicate with Hand-signalman.

(*e*) During the time the Points are disconnected, the Signalman must, on each occasion when he requires to pass a train over the Points, communicate with the Hand-signalman and receive his assurance that all Points concerned are in their proper position and secured.

Men at Points to assist Hand-signalman.

(*f*) In cases where, owing to a number of Points being disconnected from the Signal-box, it may be necessary to place a man at each pair of Points, or to attend to a number of Points, these men must receive their instructions from the Signalman as to the duties they have to perform. When a train is required to be sent over Points which are being attended to by the men assisting the Hand-signalman, the Hand-signalman must so inform such men and take care that they properly secure the Points for the Line on which the train is to pass, and the Points must not again be altered in position until the Hand-signalman has advised them that the operation is completed. When this has been done, the men will be at liberty to move the Points as may be required to suit the convenience of the Staff working at them, it being understood that no train will be sent over them, without previous intimation being given in each case by the Hand-signalman.

Repairs to Level Crossing Gates.

(*g*) When carrying out repairs to Level Crossing Gates involving the disconnection of the Interlocking, the man in charge of the work must disconnect and fix at Danger the Distant Signals, and a Hand-signalman must be provided to attend to the working of the Gates and the protection of the Crossing.

When work completed.

(*h*) When the work is completed, the Signalman, after receiving an assurance from the man in charge of the work that all is right, must test the Locking, and, if found to be all right, then enter in the Train

Register or Book provided for the purpose the words "Locking restored," and both he and the man in charge of the work must sign their names under the words, a note of the time being also inserted.

When Fixed Signal disconnected and Interlocking is right.

(*i*) When any fixed Signal is out of order or is disconnected for repair or otherwise, or when any Points are disconnected and the Interlocking of the Point and Signal Levers is all right, the Signalman must, to enable him to obtain the security of the Interlocking, use the Lever applicable to such Signal or Points, as if the Signal or Points were in work, and the Signal and Counter-balance weight must, when necessary, be disconnected by the man in charge of the work from the lever to admit of this being done.

Men in charge of the work not to move levers without Signalman's permission.

(*j*) When the Interlocking of any Signal or Point is being repaired, altered or cleaned, the man in charge of the work must not (except for testing purposes, and then only with the permission of the Signalman) move any lever; but must ask the Signalman to move it for him, nor must the Signalman move any lever connected with any Point or Signal which is being repaired, altered or cleaned without first obtaining the permission of the man in charge of such work.

Authority respecting new and altered Signals.

72—(*a*) No new Signal must be brought into use, nor any alteration made in the position or use of any existing Signal, without the authority of the General Manager or the General Superintendent.

New Semaphore Signals not in use.

(*b*) When new Semaphore Signals are erected, they are, until brought into use, distinguished by two pieces of wood nailed over each other in the form of a cross (see below) :—

Disc Signals not in use.

(*c*) Disc Signals not in use will not be fitted with the Discs or Lamps.

DEFECTIVE SIGNALS, POINTS, &c.

Home, Starting, Advanced Starting or Siding Signal defective or not shown.

73—(*a*) When a Home, Starting, or Advanced Starting Signal, or Siding Signal applicable to a Siding not protected by Safety Points, becomes defective, or is not working efficiently, or during the temporary absence of such a Signal where ordinarily shown, a competent person must be placed at such Signal or at the place it occupied, with Hand Signals and Detonators, and act under the instructions of the Signalman. If the defective Signal is situated so far from the Signal-box that the Signalman cannot communicate with the Hand-signalman an additional man may be

appointed to convey the Signalman's instructions to the Hand-signalman. The Distant Signals applicable to the Lines affected must be kept at Danger by being disconnected from the levers by which they are worked, and must remain in that position until the defect has been made good and all is again in working order. If the defective Signal can be placed at Danger, it must, except as provided in clause (*m*), be kept at Danger until again in working order.

When Interlocking, Facing Point, Bolt or Bar out of order.

(*b*) Should the interlocking of a Lever-frame or any Facing Point, Bolt, or Bar be out of order, one competent man or more, as may be necessary, provided with Hand Signals and Detonators, must be appointed to act under the instructions of the Signalman in charge of the Signal-box, and the Distant Signals applicable to the Lines affected must be kept at Danger by being disconnected from the levers as above directed.

Duties of Hand-signalman.

(*c*) The Hand-signalman must ascertain from the Signalman in charge of the Signal-box what train he is to bring forward, and, if the train which is to be brought forward is approaching Facing Points or Switch Diamonds, he must, before signalling it forward, inform the Signalman in charge of the Signal-box the position of such Points, and satisfy himself that they are set and secured in position for the Line on which the Signalman in the Signal-box intends the train should run.

(*d*) If the train which is to be brought forward is approaching Trailing Points, the

Hand-signalman must satisfy himself that the Points are in the proper position for the train to pass.

(*e*) The Hand-signalman must, when signalling a train forward, stand near to the Signal for which he is acting, in order that his signal may not be mistaken by a Driver on any other Line, and should it be necessary to stop, or reduce the speed of, an approaching train, the Hand-signalman must exhibit a Red Hand Signal to the Driver until the train has been stopped or the speed sufficiently reduced, and then, if permission can be given for the train to proceed, he must exhibit a Green All Right Signal held steadily in the hand.

(*f*) Hand-signalmen must work under the instructions of the Signalman only, who must take care that they are properly instructed as to their duties, and understand what they have to do.

Selection of Hand-signalmen.

(*g*) Where practicable, the Station-master must select proper men from his own staff for the purpose; but where this cannot be done he must apply to the nearest Ganger for Undermen competent to act as Flagmen.

When Interlocking at Junction out of order.

(*h*) When the Interlocking at a Junction is out of order, the Facing Points must, except when required to be otherwise placed for the passage of trains, be so set that no train can cross the path of another train.

When Distant Signal defective or not shown.

(*i*) When a Distant Signal becomes defective so that it cannot be placed at Danger or during the temporary absence of such a Signal where ordinarily shown,

a competent person must be stationed just outside such Signal or at the place it occupied, with Hand-Signals and Detonators and there exhibit the Danger Signal to the Driver of every approaching train until the defective Signal has been repaired or replaced, and is again working properly.

(*j*) When a Tunnel intervenes, or in foggy weather or during falling snow, the man at the Distant Signal must continue to exhibit a Hand Danger Signal, and keep two Detonators, ten yards apart, on one rail of the Line to which the Signal applies, until the Signal has been repaired or replaced, and is again in working order.

(*k*) While the Distant Signal is defective it must, whenever possible, be kept at Danger, and if this can be done a man need not be appointed at it except during foggy weather or falling snow, when the Fog-signalman (if one is employed in connection with the Signal) must take up his duties as usual.

Drivers to be advised when Signal cannot be placed at Danger or not shown.

(*l*) The Signalman at the Box in the rear must be advised if the Distant or Home Signal cannot be placed at Danger or of the temporary absence of such a Signal where ordinarily shown, or if the light of either of such Signals is out when it should be burning, and he must stop all trains proceeding in the direction of that Signal and advise the Drivers of the circumstance. Where the Signal forms one of a group, all trains approaching such Signals in the same direction on adjoining lines must be similarly dealt with.

If any Signal in advance of the Home Signal cannot be placed at Danger or during the temporary absence of such a Signal where ordinarily shown, or if the light of such Signal is out when it should be burning, the Signalman working the Signal must regard it as out of use, and no train must be permitted to pass a Home or Starting Signal to proceed towards a defective Signal unless a Hand Signalman has been appointed or the Signalman can suitably instruct the Driver, or permission has been obtained from the Box in advance for the train to proceed.

Should a Signalman become aware of a defective Signal worked from the Box in advance he must advise the Signalman there of the defect, if necessary stopping the first train going to the Box in advance and instructing the Driver to inform the Signalman of the circumstances.

EXCEPTION.

If the necessary notice of the temporary absence of a Signal has been issued by the General Superintendent, and a Hand Signalman has been provided as shown in clauses (a) and (i), trains need not then be stopped for the Drivers to be advised.

Distant, Home, Starting or Advanced Starting Signal Light out.

(*m*) During the time that a Distant, Home, Starting or Advanced Starting Signal Light is out when it should be burning, the Distant Signal must be kept at Danger, but a Home, Starting or Advanced Starting Signal, the Light of which is out, must be worked if the Signalman can

satisfy himself that the Signal obeys the lever.

When Fixed Signal out of order.

(*n*) When any Fixed Signal is out of order, but the Interlocking of the Point and Signal levers is in proper order, the Signalman must, to enable him to obtain the security of the Interlocking, use the lever applicable to such Signal as if the Signal were in work, and the counter-balance weight must, when necessary, be disconnected by the man in charge of the work from the lever to admit of this being done.

(*o*) If before the Hand-signalman takes up his duties it should be necessary for a train to be brought past any Signal, other than a Distant Signal, whilst it is at Danger, the Signalman must, where circumstances permit, proceed to the Defective Signal and explain to the Driver why it cannot be lowered. If, however, the Signalman is unable to leave the Signal-box, he must, after the train has come to a stand, and there is no risk of another Driver mistaking a Hand Signal, exhibit to the Driver a Green Hand Signal, held steadily in the hand, which must be regarded by the Driver as an instruction to pass the Signal at Danger and proceed as far as the Signal-box to receive any instructions which may be necessary. In either case the Driver before passing over any facing points must satisfy himself that they are in the right position for his train.

Failure of Track Circuit.

73A—(*a*) When a Track Circuit fails (except as described in clause (*b*)), a competent man must be appointed to advise the Signalman immediately the track circuited section of the Line is occupied, and also when it is clear. If the failure of the Track Circuit locks the Signal in the rear the provisions of Rule 73 must be carried out.

(*b*) Where a Track Circuit is provided which locks the Signal controlling the entrance of trains to the section ahead and such Track Circuit fails, a competent man to carry out the provisions of Rule 73 must be appointed at the Signal locked by the Track Circuit, and Drivers of all trains allowed to proceed must be advised to run cautiously through the section.

(*c*) If necessary, another Hand-signalman may be appointed at the Signal ahead of the Track Circuit which has failed to advise the Signalman of the arrival of trains.

Electrical Locking, &c. not to be released.

73B—Electrical Locking or controlling devices in connection with Signals, Points, or Block Telegraph Apparatus must not, in case of failure, or supposed failure, be released, except where special instructions are issued to the contrary.

Signal not shown, or imperfectly shown.

74—The absence of a Signal at a place where a Signal is ordinarily shown, or a Signal imperfectly exhibited, or the exhibition of a White Light at a place where a Red or a Green Light ought to be seen, must be considered a Danger Signal, and

treated accordingly, and the fact reported to the Signalman at the nearest Signal-box. It will not, however, be necessary for a Driver to inform the Signalman of the defect if previously advised of it by notice or by the Signalman at the Box in the rear.

DETONATING SIGNALS.

Supply of Detonators

75—(*a*) Drivers, Guards, Signalmen, Crossing-keepers, Gangers of Undermen, and Fog-signalmen must be provided with Detonators, which they must always have ready for use when on duty; and every person in charge of a Station must keep a supply of these Signals in a suitable place, known by, and easy of access at all times to, every person connected with the Station.

(*b*) All the persons above named will be held responsible for keeping up the proper supply of Detonators.

How to be placed on rail.

76—(*a*) Detonating Signals must be used for the purpose of attracting the attention of Drivers. They must be placed as nearly as possible in the centre of the rail and the clasps bent round the upper flange of the rail to prevent them from falling off.

How Driver to act on explosion of Detonator

(*b*) When an engine explodes a Detonator in clear weather, the Driver must immediately reduce speed, and bring his train under such complete control as to enable him to stop at once if required, and then proceed cautiously to the place of obstruction or until he receive a further signal for his guidance.

(*c*) When an engine explodes a Detonator in foggy weather or during falling snow, the Driver must immediately reduce speed, and bring his train under complete control, so as to be prepared to obey any signal that may be exhibited. If he receive a Red or Danger Hand Signal, he must at once bring his train to a stand, and then proceed cautiously to the point the Hand Signal is intended to protect, or until he receive a Signal to proceed, unless he be satisfied that the Hand Signal is exhibited for the purpose of repeating a Distant Signal at Danger, in which case he must, after having reduced speed, proceed cautiously towards the Home Signal. If he receive a Green Hand Signal waved slowly from side to side, he must reduce the speed of his train to fifteen miles per hour, or such other speed as may be prescribed, over the portion of the Line protected by such Green Signal.

(*d*) Whenever a Detonator is exploded at a Distant Signal the Driver must immediately bring his train under complete control and be prepared to stop at the Home Signal, whether he has received a Hand Signal or not. In such cases he must be entirely guided by the Detonator and not by any Hand Signal he may receive at the spot where the Detonator was exploded.

When used to repeat Fixed Signals.

(*e*) When used to repeat Fixed Signals and call attention to the fact of their being at Danger, the Detonators must be observed in the same way that such Fixed Signals would be observed if clearly seen to be at Danger.

77—(*a*) Detonators must be carefully handled, as they are liable to explode if roughly treated. To be carefully handled.

(*b*) They must be kept in dry places; must not be left in contact with brick walls, damp wood, or chloride of lime or other disinfectant; and must not be exposed to the action of steam or other vapour. To be kept dry.

(*c*) The year of manufacture is shown on the label outside each packet and is stamped on the back of each Detonator. The stock must be examined during the first week in March and the first week in September each year, and any that are more than seven years old must be withdrawn and returned to the Stores Department. Not to be kept after seven years old.

(*d*) When a packet of Detonators is opened the whole of them must be examined, and should any shew signs of rust on the outside of the case, none of them must be used, but the whole packet must be returned to the Stores Department. All loose Detonators, those in packets that have been opened, those supplied to Drivers, Guards, Porter-Guards, and Undermen, and those kept in Goods Guards' brake vans, must be examined during the first week in March and the first week in September each year, and any that show signs of rust on the outside of the case, or have defective clips, or appear unsatisfactory in any way, or are more than seven years old, must be withdrawn and returned to the Stores Department. Any Detonators withdrawn must, where necessary, be replaced. To be Examined.

To be used in order supplied.

(*e*) Detonators must be issued in the order of the dates stamped on them; those of the oldest date being always used first to avoid an accumulation of old stock.

Failure to be reported.

(*f*) Should any Detonator fail to explode when a train passes over it, the circumstance must be promptly reported to the General Superintendent, and the defective Detonator forwarded to him for examination.

SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW.

Station-masters responsible for employing Fog-signalmen.

78—(*a*) In foggy weather or during falling snow it is the duty of a Station-master or other appointed person to take care that Fog-signalmen are employed at all the places where their services are required; and, where Undermen are employed for the purpose, to arrange beforehand with the Inspector of Permanent-way, the Undermen who are to act as Fog-signalmen at the various posts. The Ganger or Sub-Ganger must not be assigned a fixed post, but must be left free to examine his road as directed by Rule 260. He may, however, when no other competent man is available, be employed to call the Fog-signalmen, to visit them at their posts, and distribute Detonators as required.

Addresses and posts of Fog-signalmen.

(*b*) A list of the names and addresses of the Fog-signalmen, showing the post to which each man is appointed, must be kept exhibited in a conspicuous position in the Station-master's Office and Signal-box.

Fog or snow storm in daytime

79—When a fog or snowstorm occurs during the day, between 6 a.m. and 8 p.m., the men appointed to act as Fog-signalmen must at once report themselves to the Signalman, and take his instructions.

Employment of Fog-signalmen in the night.

80—(*a*) When it is necessary to employ Fog-signalmen during the night, between 8 p.m. and 6 a.m., the Station-master or Signalman must arrange to have the men called and sent to their respective posts. If the Fog-signalmen become aware, from their own observation, or from information given to them, that their services are required during the night, or at any other time when off duty, they must at once report themselves to the Signalman without waiting to be called; but this will not relieve the Station-master or Signalman from the responsibility of sending for the Fog-signalmen when necessary. If the Fog-signalman, on his way to the Signal-box to report himself for fog-signalling duty, has to pass the Signal to which he is appointed, he must, if that Signal is at Danger, place two Detonators, ten yards apart, on one rail of the Line for which he is fog-signalling, and then proceed to the Signal-box, getting back to his post as promptly as possible. For this purpose he must keep a few Detonators in his possession.

Fog-signalmen to get Signalman's permission before leaving duty.

(*b*) When the fog has sufficiently cleared or the snow-storm has ceased, each Fog-signalman must place two Detonators, ten yards apart, on one rail of the Line for which he is fog-signalling, and then go to

the Signalman at the Box in connection with which he is employed, and take his instructions as to whether his services are any longer required for fog-signalling duties.

NOTE.— *At some places only one Detonator is exploded to carry out Rules* 80, 81, 82, *and* 85, *and Drivers must act in the same way as when two Detonators are exploded.*

Articles supplied to Fog-signalmen.

Detail of duties.

81—(*a*) Each Fog-signalman must, before proceeding to his post, be supplied with thirty-six Detonators, or more, if necessary, a Hand Signal Lamp, trimmed and lighted, and a Red and a Green Flag. If Fog-signalling for a Distant Signal, he must place himself outside the Signal in connection with which he works, and as far from it as is consistent with his keeping it well in sight. Whenever a train has passed him in the direction of the Signal-box from which the Signal is worked, and so long as the Signal exhibits the Danger Signal, he must place and keep two Detonators fixed, ten yards apart, on one rail of the Line for which the Signal is at Danger, and, unless instructions are issued to the contrary, exhibit a Red Hand Signal to the Driver and Guard of an approaching train. When the Signal is lowered or taken off, he must remove the Detonators from the rail, and exhibit to the Driver and Guard a Green Hand Signal, which must be held steadily in the hand. On Single Lines the Detonators must also be removed from the rail when the Fog-signalman is satisfied that a train is approaching from the opposite

direction. In such case no Hand-signal is to be given to the Driver, and the Detonators must be replaced immediately after the passage of the train. If he become aware of any obstruction on the Line in the immediate neighbourhood of the Signal for which he is signalling, either from a train not having gone forward, or from any other cause, he must leave the Detonators on the rail and go back along the Line, showing a Red Light with his Hand Lamp, a sufficient distance to protect such obstruction, and must there place on one rail of the Line for which he is Fog-signalling three Detonators, ten yards apart, and return to within sight of the Distant Signal. When he is satisfied that the obstruction has been removed, he must take up the more distant Detonators, and return to his post.

(*b*) The absence of any Signal after the explosion of a Detonator must be considered equal to the exhibition of a Danger Signal.

(*c*) The Fog-signalman must see that the Distant Signal which has been taken off for a train to pass is placed at Danger after the passing of such train. If, after a reasonable time has elapsed, the Signal is not placed at Danger, the Fog-signalman must go back to protect the train as above directed. The next following train must be stopped, and the Driver instructed to proceed cautiously, and to inform the Signalman at the Box in advance of the circumstances. The same precautions must be taken in the event of a Distant Signal

Light going out, and the Fog-signalman not being able to re-light it. Fog-signalmen, when taking duty at a Post and finding the Signal off, must satisfy themselves that the Signal is working properly.

(*d*) When there is a Distant Signal Arm on a Home, Starting, or Advanced Starting Signal post, it will not be necessary to put down more than two Detonators, although both Signals are at Danger, but the Fog-signalman must not take up the Detonators unless both Signals are lowered. Should the Home, Starting, or Advanced Starting Signal be lowered and the Distant Signal remain at Danger, the Fog-signalman must continue to exhibit his Red Hand Signal, and if the fog is so dense that the Driver cannot see the Distant Signal, the Fog-signalman must verbally caution him by using the words "Home Signal off—Distant on," or "Starting (or Advanced Starting) Signal off—Distant on," as the case may be.

(*e*) When a Fog-signalman is employed in connection with the Home, Starting, or Advanced Starting Signals, he must place two Detonators, ten yards apart, on one rail of the Line for which the Signal is at Danger, exhibit a Red Hand Signal to the Driver of an approaching train, and carry out any instructions he may receive from the Signalman on duty.

(*f*) The Fog-signalman must see that the Home, Starting, or Advanced Starting Signal which has been taken off for a train

to pass is placed at Danger after the passing of such train; if, however, the Signal is not placed at Danger, the Fog-signalman must, in addition to putting down two Detonators, at once communicate with the Signalman.

(*g*) After having fixed the Detonators on the rail, the Fog-signalman must stand in the best position (having regard to his own safety) between the Detonators and the Fixed Signal or obstruction for which he is signalling, for effectively giving the Hand Signals to the Driver and Guard, and so exhibit the Hand Signals that they may be seen by the Driver after the engine has exploded the Detonators.

(*h*) When the Fixed Signal for which he is fog-signalling cannot be seen by the Fog-signalman, he must, unless he can satisfy himself to the contrary, assume that it is at Danger.

Guards and Drivers not to rely on Fog-signalmen for protection of trains.

(*i*) In cases of accident, failure, or obstruction, Guards and Drivers must act strictly in accordance with the prescribed Regulations, and must not depend upon Fog-signalmen for the protection of their trains.

NOTE.— *At some places only one Detonator is exploded to carry out Rules* 80, 81, 82, *and* 85, *and Drivers must act in the same way as when two Detonators are exploded.*

Detonators, Hand Lamps, and Flags to be kept at Stations and in Signal-boxes.

82—(*a*) A sufficient supply of Detonators, Hand Lamps, and Flags for the use of the Fog-signalmen, must be kept at the Stations and in the Signal-boxes in connection with which the men are employed. If the number of Detonators first supplied to the men is likely to become soon exhausted, they must communicate with the nearest Station or Signal-box and obtain a further supply.

(*b*) Should the Fog-signalman have to leave his post for this purpose, he must leave two Detonators on the rail.

NOTE.— *At some places only one Detonator is exploded to carry out Rules* 80, 81, 82, *and* 85, *and Drivers must act in the same way as when two Detonators are exploded.*

Relief-men.

83—Station-masters (when the Traffic Staff is employed) or Inspectors of Permanent-way or Gangers (when Undermen are employed) must arrange for Relief-men should the fog or snow-storm continue.

Station-master or person in charge to satisfy himself that Fog-signalmen are at their Posts.

84—The Station-master or person in charge must satisfy himself that the Fog-signalmen have duly proceeded to their respective posts, when it is necessary for them to do so ; and, where the Fog-signalmen are numerous, a competent man must be appointed to visit them at their posts, and see that they are properly performing their duties, and are supplied with the necessary Signals, furnishing them with a further supply of Detonators, if required.

Supply of Signals.

Fog-signalling at Signal-boxes in absence of Fog-signalmen.

85—At all Signal-boxes (whether intermediate or otherwise) where no Fog-signalmen are appointed, or where such men are appointed but have not arrived, the Signalman, when he requires to stop an approaching train, in addition to keeping his Signals at Danger, must, when practicable, place two Detonators on the Line to which the Signals apply, sufficiently apart to give two distinct and separate reports.

NOTE.— *At some places only one Detonator is exploded to carry out Rules* 80, 81, 82 *and* 85, *and Drivers must act in the same way as when two Detonators are exploded.*

Signals to be frequently worked and Apparatus examined in severe frost or falls of snow.

86—During the prevalence of severe frost or falls of snow, the Signals and Points must be frequently worked by the Signalmen when the Sections are clear and no train has been signalled, in order to prevent the frost or snow impeding their free working. Fog-signalmen also must see that nothing interferes with the true working of the Arms or Discs and Lamps of the Signals for which they are fog-signalling; that the Signal Arms, Lamp glasses and spectacles are kept clear from snow; and that the wires work freely over the pulleys. The Fog-signalmen must at once report to the Signalman any defect in the Signals or impediment to their proper working. If no Fog-signalman is employed, the Ganger of the Permanent-way must provide for this duty being performed while the snow or frost, or its effect, continues.

When Undermen are required during the night for the purpose of clearing Points the Signalman must take steps to have them called out as promptly as possible, so as to prevent the Points becoming blocked and unworkable.

STATION YARD WORKING.

Station Yard Working.

87—(*a*) Where the traffic at any Station is worked under special instructions, the Signalman, before lowering the Signals for a train to enter the Station, must satisfy himself that the special instructions have been complied with, and that the Line is clear to the point the train has to run to, but if he be in doubt, or if there be another train at the platform to which the train has to run, he must stop the train, and, except where Calling-on Arms are in use, caution the Driver, both verbally and by Green Hand Signal, held steadily in the hand, before he allows it to enter the Station.

(*b*) Where the Home Signal is such a distance from the Signal-box that it is not possible for the Signalman to communicate verbally with the Driver when the engine is standing at the Home Signal, the Signalman must, after bringing the train to a stand at the Home Signal, lower it to allow the Driver to draw to his Box, and must stop the train at his Box by exhibiting a Red Flag by day and a Red

Light by night. The Driver must then be verbally instructed to proceed cautiously to the rear of the previous train, and a Green Flag by day and a Green Light by night, held steadily in the hand, must be exhibited by the Signalman to the Driver.

(*c*) Where Calling-on Arms are provided, it will not be necessary to stop the train at the Signal-box, but it must, unless instructions are issued to the contrary, be brought to a stand at the Home Signal before the Calling-on Arm is lowered to allow the train to proceed as far as the Line is clear. Calling-on Arms.

88—At places where a train is allowed to proceed towards the rear of another train, and it is necessary, after the first train has been started, that it should be again stopped, care must be taken not to stop the Driver of the first train until the Driver of the second train has been advised of what is about to be done. Driver of second train to be advised before stopping.

89—(*a*) When a Signal is lowered or turned off to allow a train to run upon a Line in a Station or upon a Siding, or to leave a Station or Siding, and a second train is following, the Driver of the second train must follow at such a distance as will enable him to avoid colliding with the first train in the event of its being stopped, and he must bring his train to a stand at the Signal, and not pass it until it has been When second train following.

replaced at Danger, and again lowered or turned off.

(*b*) When a Signal is lowered or turned off to allow a second train to leave a Station or Siding to run towards a train ahead of such Signal, the Driver of the second train must proceed at such a speed as to be able to stop before reaching the train ahead of the Signal.

CONTROL AND WORKING OF STATIONS.

Responsibility of Station-master or person in charge of Station.

90—(*a*) Every Station-master or person in charge of a Station is answerable for the security and protection of the office and buildings, and of the Company's property there. He is responsible for the faithful and efficient discharge of the duties devolving upon all the Company's servants, either permanently or temporarily employed at the Station, or within its limits, and such servants are subject to his authority and directions in the working of the Line. He is also responsible for the general working of the Station being carried out in strict accordance with the Company's Regulations, and must, as far as practicable, give personal attention to the shunting of trains, and all other operations which, in any way, affect the safety of the Line.

(*b*) He must also see that every servant under him connected with the working of the Line is in possession of a copy of these Rules and Regulations, and that the Working Time-tables, Appendices, and other

Notices having reference to the working of the Line are properly distributed.

91—Every exertion must be made for the expeditious despatch of the Station duties, and for ensuring the punctuality of the trains. Station duties.

92—The Station-master must daily inspect the Station, and see that the rooms, offices, closets, urinals, and platforms are kept neat and clean. He must also take care that Station name-plates or boards, and waiting-room or other indicators, are kept in a clean and satisfactory condition. Daily inspection of Station. Station and waiting-room indicators.

93—The Station-master must see that all orders and instructions are duly entered and executed, and that all books and returns are regularly written up and neatly kept. He must also see that copies of the Company's Bye-Laws, Carriers' Act, List of Fares, Statutory and other Notices, are properly exhibited at the Station and Offices. Office duties.

94—The Station-master must report, without delay, to his superior officer, neglect of duty on the part of any of the Company's servants under his charge ; and forward to him particulars of any complaint made by the public. Neglect of duty to be reported.

95—The Station-master must be careful that all stores are prudently and economically used. Stores.

Supervision of Signalmen.

96—The Station-master must make himself thoroughly acquainted with the duties of the Signalmen at his Station or under his control, and satisfy himself that they perform them in a proper manner, by night as well as by day; and, in order to maintain a proper supervision over the men in this respect, he must frequently visit the Signal-boxes.

Signalman leaving duty at Boxes which are switched out.

97—At Signal-boxes which are switched out or closed during certain periods of the day or night, the Signalman must not leave duty before the appointed time, nor until the "Train out of Section" signal has been received from the Box in advance for the last train he has to signal.

Safety Points and Scotches.

98—(*a*) Where Safety Points are provided, care must be taken that they are always in order. Station-masters must see that all scotches are in good and sound condition.

Safety Points must be properly set to secure safety, and where provided at exits from Sidings they must, except when movements are required to be made over them, be kept in such a position as will prevent any vehicles escaping on to the Running Line.

Vehicles in Sidings to be secured to prevent them from moving.

(*b*) Guards, Shunters and others concerned must exercise great care in the securing of vehicles in Sidings to prevent them from moving and fouling other Lines, or being blown out, or otherwise escaping on to a Running Line.

Cleaning, trimming, and lighting Signal Lamps.

99—(*a*) The greatest care must be exercised in the cleaning, trimming, and lighting of Signal Lamps, and Station-masters will be held responsible for this work being efficiently performed. The Lamps must be lighted and extinguished in accordance with Rules 67 and 116.

Trimming of Oil Lamps.

(*b*) Oil Lamps of Fixed Signals must not be trimmed at the Signal-posts, but must be taken to the Station, Lamp-room, or Signal-box, as the case may be, and cleaned and trimmed there.

Platform Lamps.

(*c*) The Glass and Reflectors of Platform Lamps must be cleaned daily, and Oil Burners taken to the Lamp-room every morning, cleaned and trimmed, and afterwards replaced before being actually required for use.

Inspection of Signal Lamps.

(*d*) Station-masters and others having Signals under their care must frequently inspect the Fixed Signal Lamps, and satisfy themselves that they are in good order, and that the glasses (in front and back of Lamp), spectacles and reflectors are well cleaned.

Carriage Roof Lamps.

(*e*) Station-masters must see that Carriage Roof Lamps are kept clean, and properly burning when required.

Luggage, parcels and barrows.

100—Luggage and parcels must not, where the width of the platform will admit, be left within six feet of the edge of the platform; barrows not in use must be kept back close to the buildings or to the wall or fence at the back of the platform, and, when necessary, so secured as to prevent them

Platform, steps, &c., to be sanded when necessary.

101—(*a*) Platforms, crossing places, and steps of over-bridges and subways between platforms, must, when necessary, be strewn with sand, ballast, or ashes, or otherwise treated so as to avoid any cause of accident to passengers by slipping.

(*b*) If Station-masters have not sufficient ashes for the purpose, small ballast or sand will be supplied on application to the Inspector of Permanent-way for the district.

(*c*) During falling snow, the platforms and approaches to the Stations must be kept free from snow by being carefully swept as often as necessary.

(*d*) The Permanent-way Staff must give as much assistance as possible.

Vehicles to be searched.

102—(*a*) Each train after finishing its journey, and all vehicles shunted off at Stations as "empties," must be carefully searched, and any articles which may be found therein taken to the Station-master for instruction as to disposal.

Windows of empty compartments to be closed.

(*b*) The windows of all empty compartments must be closed, not only while the carriages are standing at Stations and Sidings, but also when the trains are running, immediately upon the compartment becoming vacant. The ventilators must be kept open.

Ventilators to be kept open.

Name of Station to be called out.

103—The Station-master must take care that, immediately on the stopping of a Passenger train, the name of the Station is called out along the train in a distinct and

audible manner, and prompt attention must be given to any indication shown by the passengers of their desire to alight.

Doors not to be opened when train in motion.

104—(*a*) Care should be taken that the doors of all carriages and other vehicles are fastened before the train leaves the Station, and no door must be opened to allow a Passenger to alight from or enter a train before it has come to a stand, or after it has started.

(*b*) Passengers showing signs of their intention to alight while a train is in motion must be requested to keep their seats till the train is brought to a stand.

Passenger train not to stop where not timed.

105—No Passenger train must be stopped at a Station where it is not timed to call, for the purpose of taking up or setting down Passengers, without the special authority of the General Manager or the General Superintendent.

Passenger trains booked to call only when required to take up Passengers.

106—In the case of a Passenger train booked to call only when required to take up Passengers, the necessary Fixed Signals must, when the stop has to be made, be exhibited against it; and a competent man appointed by the Station-master or person in charge must exhibit a Red Flag or a Red Light from the Station Platform to intimate to the Driver that his train is required to stop; such Red Flag or Red Light need not, however, be exhibited where a Fixed Signal is in such a position that a train stopped at it is at the platform.

Examination of train.

107—(*a*) Where Carriage or Wagon Examiners are kept, the Station-master or person in charge must, before starting a train, satisfy himself that the examination of it has been completed, and that, so far as the Examiner is concerned, the train is all right and safe to proceed.

(*b*) Where Examiners are not kept, steps must be taken by the Station-master or person in charge, to remedy any defect which might interfere with the running of the vehicles, by supplying oil or grease to the axle-boxes of any that may require it, or removing the defective vehicles from the train, or otherwise, as may be found necessary.

(*c*) The Station-master or person in charge must take care that the Brake-testing, and Gas-charging at Stations where such duties are performed have been completed.

Vehicles not to be moved whilst Examiners underneath.

108—(*a*) Examiners must, before going under vehicles, take the necessary steps to prevent the vehicles from being moved whilst the examination or other work is being performed.

When vehicle unfit to travel.

(*b*) In the event of an Examiner finding it necessary to put a "Not-to-go" label on a vehicle in a train which is marshalled and ready for starting, he must advise the Guard or Shunter what has been done, when arrangements must be made for the vehicle to be detached.

Use of Crane

109—(*a*) Whenever a Crane is in use whereby the jib, or any other portion of it,

obstructs or fouls any Line in use for traffic purposes, or whenever, by any possibility, during the loading or unloading of Round Timber, Long Timber, Angle Iron, or other articles of great length, any Running Line may be fouled, it is incumbent on the person in charge of the loading or unloading to obtain the sanction of both the Station-master and Signalman in charge of the safety of the Line, and to see that the proper Signals are exhibited until the operation is completed.

Loading or unloading of Round Timber, Long Timber, Angle Iron, &c.

(*b*) If the Crane has to be used at a Siding not protected by Fixed Signals, a Flagman must, when necessary, be provided to protect the operation in accordance with Rule 254.

When Crane is used at Siding not protected by Fixed Signals.

(*c*) The Crane must be kept locked or otherwise secured except when actually in use.

Crane to be kept locked when not in use.

(*d*) After dusk, or in foggy weather or during falling snow, except where specially authorised, Timber or other articles of great length must not be allowed to be loaded or unloaded if any Running Line is liable to be fouled by the operation.

Timber, &c., not to be loaded after dusk, or in foggy weather or during falling snow.

(*e*) Timber Loaders working at a Station or Siding will be under the control of the Station-master, who, whilst they are so employed, must exercise the same supervision over them as over his own staff.

Control of Timber Loaders whilst at Stations or Sidings.

110—When a horse is used on the Railway, a man must, on the approach, and during the passing of any train, have

Control of horses.

hold of its head, whether the horse be drawing vehicles or not.

Engines of private owners.

111—(*a*) No engine in steam, the property of a private owner, must be allowed to enter upon any Running Line, except by the special permission of the General Manager or General Superintendent.

Conveyance of private engine or Contractor's wagon on own wheels.

(*b*) Before any private engine, or Contractor's wagon, is accepted for conveyance on its own wheels, it must be examined by the Locomotive or Wagon Department, as the case may be, and the train by which it is to travel must be specially arranged. Guards and others concerned must satisfy themselves that this has been done before allowing the engine or wagon to travel.

Men to be warned before vehicles are moved in or shunted into Sidings, and carts or other road vehicles to be clear.

112—(*a*) Before vehicles are moved in, or shunted into, a Siding used for repairing vehicles, or for loading or unloading traffic, and before vehicles are moved in, or shunted into, a Goods Shed or other Building where vehicles are already standing, Guards, Shunters, and others concerned must take care to warn any Company's servants or other persons who may be engaged in, about, or between the vehicles; they must also request any persons who may be loading or unloading not to remain in, or near to, vehicles which are likely to be moved by shunting operations, and must satisfy themselves that no cart or other road vehicle is foul of any of the Lines on which shunting operations are about to be performed.

(*b*) Care must be taken to see that Goods Shed doors are open and all is clear before commencing shunting operations in the Shed Lines, and that all doors of vehicles are properly secured by the fastenings provided for the purpose or are in such a position as will ensure that they will not come into contact with any obstruction when they are moved, care being also taken that the contents are not left in such a condition as would result in their falling from a vehicle when being moved. Shed doors to be opened. doors of vehicles to be secured or in safe position, and contents of vehicles to be in safe condition, before commencing shunting.

113—(*a*) Double shunting (the turning of some vehicles on to one line or siding and others on to another line or siding during one propelling movement) must only be carried out by experienced men. Double shunting.

(*b*) Loose shunting of vehicles by engines against loaded Passenger trains, also loose shunting by engines of vehicles containing passengers, live stock, or explosives, is strictly prohibited. Loose shunting by engines.

(*c*) When any vehicle has to be shunted into a Siding, the Guard or Shunter must ascertain the position of the vehicles in the Siding before commencing to set back, and the Guard or Shunter must signal the Driver so as to prevent the train striking the vehicles in the Siding, or the buffer-stops, with too much force. When vehicle has to be shunted into Siding.

(*d*) The movement of vehicles by means of a Prop or Pole, or by towing with a Rope or Chain attached to a Locomotive or Propping, Tow Roping and Chaining.

Vehicle moving on an adjacent Line, is prohibited, except in cases where specially authorised by the General Superintendent.

At Terminal Stations.

114—At Terminal Stations, and other places where there are Dead-end Bays, after sunset and in foggy weather or during falling snow, a Red Light must be placed on the buffer-stops of arrival Lines, so as to be plainly visible to the Driver of an incoming train. In the event of there being any vehicle near the buffer-stops, a Red Light must be shown on such vehicle.

Accidents to be immediately reported.

115—When an accident, or obstruction of any kind, occurs on any part of the Line, it must be immediately reported by telegraph, or by the most expeditious means, to the next Station or Signal-box on each side of the place where the accident or obstruction has occurred, so that notice may be given to the Drivers and Guards of approaching trains; to the Heads of Departments connected with the working of the Line; to the Locomotive Station where the Breakdown Vans for the district are kept; to the District Superintendent; to the District Controller; to the District Engineer; to the Traffic Inspector; to the Inspector of Permanent-way; and, where necessary, to the Inspectors of the Signal and Telegraph Departments. It must also be reported by telegraph to those Stations where the starting of other trains is liable to be affected by the delay caused by the obstruction.

WORKING OF LEVEL CROSSINGS.

Lighting Lamps.

116—(*a*) The Lamps on Level Crossing Gates must, when lighted, show a Red Light in each direction along the Line when the Gates are closed across it. The Lamps must be lighted as soon as it commences to be dusk, and in foggy weather or during falling snow.

Extinguishing Lamps.

(*b*) Except in the case of Long-burning Lamps, which must be dealt with in accordance with the special instructions issued on the subject, the Lamps must be extinguished in accordance with the following instructions :—At Level Crossings where a person is on duty during the night, or where a Station-master or Crossing-keeper is resident on the spot, and trains are running, the Lamps must not be put out until broad daylight. At Crossings where no person is on duty during the night, nor any Station-master or Crossing-keeper is resident on the spot, or when the Line is closed during the night, the Lamps must, unless instructions are issued to the contrary, be put out before the person last on duty leaves.

(*c*) When the Lamps are extinguished during the night they must, if necessary, be relighted for the passage of any train that may be run before daylight in the morning.

Hand Gates controlled from Signal-box.

117—Where Hand Gates are controlled from a Signal-box, the Signalman on duty must apply the controlling arrangement whenever it is necessary to prevent persons from crossing the Line.

Gates across Public Road.

118—Unless special authority be given to the contrary, the Gates must always be kept shut across the Roadway, except when required to be opened to allow the Line to be crossed.

Gates not to be opened if train be near

Signals.

119—(*a*) When it is necessary for the Line to be crossed at a place which is not a Block Signal-post, the Crossing-keeper must, before opening the Gates, satisfy himself that no train is near; he must then place his fixed Signals (where provided) at Danger to stop all coming trains, and such Signals must remain at Danger until the Line is clear, when he must close the Gates across the Roadway and then take off the Signals.

(*b*) At Crossings which are Block Signal Posts, the Block Telegraph Regulations must be complied with.

Traction engines &c., crossing Line.

120—(*a*) Traction or other heavy engines, heavy loads of timber, &c., or droves of animals, must not be allowed to cross the Railway when any train can be seen, or is known to be approaching in either direction.

(*b*) Station-masters must personally request users of Traction and other Road engines in their neighbourhood to give notice to the nearest Station-master on each occasion of their intention to pass such engines over the Railway, either at an Occupation Level Crossing or at a Public Level Crossing not provided with Fixed Signals.

(*c*) On receipt of this intimation, the Station-master must arrange for a man,

with Hand and Detonating Signals, to be sent out at least three-quarters of a mile from the Level Crossing in each direction, to secure the safety of trains during the passage of the Traction or other engines across the Railway. If the Staff at the Station will not admit of a man being sent in each direction, the services of Undermen must be obtained.

(*d*) In the event of any person, after being warned, crossing the Railway with a Traction or other engine, at an Occupation or Public Level Crossing not provided with Fixed Signals, without giving notice to the nearest Station-master, the matter must be promptly reported to the General Superintendent, with the name and address of the person so acting, in order that the case may be dealt with.

Farther Gate to be first opened.

121—Except at Level Crossings where the Gates on both sides of the Line are opened simultaneously, the Gate towards which road vehicles, cattle, horses, or other animals are approaching must not be opened until the opposite Gate has been first opened, so as to allow them to cross over without stopping upon the Line.

Trains to be observed as they approach and pass.

122—No Hand Signal must be given by the Crossing-keeper to the Driver of an approaching train if the Line is clear. He must take particular notice of each train as it approaches and passes, and, if he see anything wrong, he must show a Danger Signal to the Driver and Guard, and,

if necessary, exhibit his Danger Signal and place three Detonators on the rail against any following train or any train coming in the opposite direction.

Signals where Crossing is not a Block Signal Post.

123—At a Level Crossing which is not a Block Signal Post, the Signals must only be used for the protection of the Crossing, or as prescribed in Rules 59, 119, and 122.

Working of Signals to be tested.

124—At Level Crossings where Fixed Signals are provided, the Crossing-keeper must test their working both by day and by night. Crossing-keepers and others in charge of Gates, Signals or Points must give notice to the Inspector of Permanent-way, Ganger, or other person in charge of repairs, immediately any repairs are required thereto; if any part become defective or broken, or should any Gate not close properly and fasten itself on the instant of its being shut, they must immediately request the nearest Underman to have the same put right, and the matter must be reported to the nearest Station-master.

Defects to be reported.

TRAIN SIGNALS.

Distinctive Head Lamps, Discs, and Boards.

125—For the information of Station-masters, Signalmen, and others, each engine must carry the prescribed Head Lamps or Discs, and Destination Boards where provided.

Tail Lamp to indicate last vehicle.

126—Every train travelling on the Line must have a Tail Lamp, properly cleaned and trimmed, attached to the last vehicle,

by day as well as by night. The Lamp need not be lighted in the day-time except in foggy weather, during falling snow, when the Block Telegraph has failed in a section where there is a tunnel, or where otherwise provided, but its presence in the rear of each passing train will furnish evidence to the Signalman that no portion of the train has become detached.

Tail, Side, and Head Lights, after sunset, and in foggy weather or falling snow.

127—(*a*) After sunset, and in foggy weather or during falling snow, every engine must carry the necessary Head Lights, and, when running alone, a Red Tail Light also; and, except as shown in the following paragraph, or where instructions are issued to the contrary, every train while on any Running Line must carry a Red Tail Light on the last vehicle, and two Red Side Lights.

Head, Side and Tail Lamps on Parallel Lines.

(*b*) Where trains are run in the same direction on Parallel Lines, special Regulations for Head, Side, and Tail Lamps will be made, when necessary, to meet the circumstances of each case.

Guard to see that Tail and Side Lamps are burning.

(*c*) The Guard, if there be only one, or the rear Guard, if there be more than one, must see that the Tail and Side Lamps are kept properly burning when necessary.

Engine Tail Lamp.

128—(*a*) Engines when on any Running Line without a train must carry a Tail Lamp in the rear both by day and by night.

(*b*) Engines assisting trains in the rear must carry a Tail Lamp.

(*c*) Engines drawing trains must not carry any Tail Lamp in the rear.

(*d*) In the case of two or more engines running coupled together without a train, the last engine only must carry a Tail Lamp.

Shunting engines.

129—Shunting engines employed exclusively in Station Yards and Sidings must, after sunset or in foggy weather or during falling snow, carry both Head and Tail Lamps showing a Red Light.

Specials following.

130—(*a*) An additional Tail Lamp or a Red Board or a Red Flag by day, or an additional Red Tail Light by night, carried on the last vehicle of a train or on an engine, indicates that a Special train is to follow; but the additional Tail Signal need not be carried by preceding trains for Special trains of which previous printed or written notice has been given.

Specials run under notice

Specials run without notice.

(*b*) A printed or written notice of Special trains must be given when practicable, but when such trains have to run at short notice and the issue of a printed or written advice is impossible, the train must be telegraphed from the starting point to the necessary Stations in advance. The staff must at all times be prepared for extra trains.

Special Passenger train following.

(*c*) The Station-master or person in charge at the starting point of a Special Passenger train, of the running of which no previous printed or written notice has been

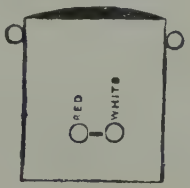
given, must, when practicable, take care that the additional Tail Signal is affixed on the last vehicle of the preceding train, and he must inform the Guard in charge of it of the description and destination of the Special train. The Guard of the train preceding the Special train must inform the person in charge of each Station at which he stops, of the description and destination of the train that is following, and take care that the additional Tail Signal is removed from his own train when no longer wanted.

(*d*) Relief trains, if run without previous printed or written notice, must be considered and treated as Special trains. Relief trains.

131—(*a*) When Slip carriages are run on a train the indications must be as follow :— Slip carriage Signals.

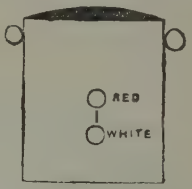
If there be only one Slip portion

One Red and one White Tail Light placed side by side on the rear of the Slip portion, thus :—

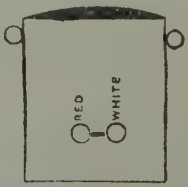


If there be two separate Slip portions on the same train

One Red and one White Tail Light placed vertically on the rear of the portion first to be Slipped, thus :—



One Red and one White Tail Light placed side by side on the second or inner Slip portion, thus :—



By day the Lamps must be encircled by Discs of the same colour as the Lights shown by night.

White Head Light to be carried on Slip portion.

(*b*) The Slip portion, or the first carriage where there is more than one to be slipped at the same Station, must, after dusk and in foggy weather or during falling snow, carry a White Head Light, in order that after the Slip portion has been detached, Signalmen and others may see it approaching.

NOTE.—*In addition to the Tail Lamps, as above, each set of "Slips" must carry the usual Side Lamps.*

For Regulations for Working Slip Carriages, see Appendix X.

WORKING OF TRAINS.

132—The Driver and Fireman must be with their engine at such time previous to the starting of the train as the General Superintendent may require, and they must satisfy themselves that their engine is in proper order. Time of attendance. Engine to be in proper order.

133—The Driver must have with him on his engine or tender a complete set of Lamps, a box of not less than twelve Detonators, two Red Flags, a Fire-bucket, and such articles or tools as may be ordered by the General Superintendent. Articles to be taken.

134—Except where otherwise provided, no engine must be allowed to be in motion on any Running Line unless both the Driver and Fireman are upon it. Engine not to be in motion on Running Line without Driver and Fireman being upon it.

135—The Driver and Fireman, when on duty, must not leave their engine unless it is absolutely necessary for them to do so, nor, except as directed in the Rules, without a man being left in charge of it or the engine is in a Siding and out of gear with the Hand-brake hard on. Driver and Fireman not to leave engine.

136—The Driver and Fireman, before commencing duty, must ascertain from the Notices posted for their guidance if there be anything requiring their special attention on those parts of the Line over which they have to work. Notices to be examined before commencing duty.

137—The Driver and Fireman must take care that the coal on the tender is not stacked too high, and that it and the Coal, &c., to be safely placed on tenders.

boxes, fire-irons, and tools which are carried on the tender are so placed that they will not fall off when the engine is in motion.

When Driver not acquainted with Line.

138—If a Driver is not thoroughly acquainted with any portion of the Line over which he has to run, he must obtain the services of a competent Pilotman.

Driver to keep a good look-out.

139—The Driver must keep a good look-out all the time the engine is in motion, and sound the whistle when necessary. The Fireman must also keep a good look-out when he is not necessarily otherwise engaged. When, owing to the prevalence of smoke or steam, a clear view of the Line ahead is obscured, Drivers must be careful to sound the Engine Whistle as a warning to any men who may be engaged on the Line.

Not to move train towards Starting Signal until lowered.

140—After the Station work is completed, Drivers must not move their trains forward towards the Starting Signal, or a Home Signal controlling the starting of trains from a platform, before it is lowered, except when they are specially ordered to do so by the Station-master or person in charge.

Engine not to foul Running Line without permission and proper Signals.

141—No engine must enter upon, set back from, or cross any Running Line without the permission of the person in charge of the Points and Signals, nor then until the proper Signals have been exhibited.

Engine Destination Boards, Discs, and Lamps to be in good order.

142—The Driver must, before starting, see that the proper Engine Destination Boards or Discs (where provided) and Lamps are exhibited and are in good order, and that the Lamps are lighted when necessary.

143—The Driver and Fireman must carefully observe all Signals, and when, from fog or falling snow, or from any other cause, the Fixed Signals are not visible as soon as usual, the speed must be reduced, and every possible precaution used, especially in approaching Stations and Junctions, so that they may be able to stop the train short of any obstruction, should the Signals be against them. In foggy weather or during falling snow speed to be reduced if Fixed Signals are not visible.

144—In foggy weather or during falling snow, the Driver must keep a sharp look-out for the Fog-signalmen, who will, if the Signals are off, show him a Green Hand Signal held steadily in the hand. When the fog is so dense that the Fixed Signals cannot be seen by the Driver on approaching or passing them, he must, unless he see the Fog-signalman's Green Hand Signal, assume that the Fixed Signal is at Danger and act accordingly. Observance of Fixed or Hand Signals in foggy weather or during falling snow.

145—(*a*) The Driver must regulate the running of his engine as accurately as practicable, according to the Working Time-table, so as to avoid extreme speed or loss of time. To regulate speed.

(*b*) Special trains not timed must be run as nearly as practicable at the same rate of speed as corresponding trains shown in the Working Time-table, and of which they may form a part; and the speed of Special Trains must not exceed that of such corresponding trains unless under specific instructions from the General Superintendent. Speed of Special trains.

To observe and obey Signals.

146—The Driver and Fireman must pay immediate attention to and obey all Signals, whether the cause of the Signal being shown is known to them or not. The Driver must not, however, trust entirely to Signals, but must be vigilant and cautious. He must also obey the instructions of the officers in charge of Stations.

To be vigilant and cautious.

When the Driver has been informed by the Signalman that the Block Telegraph has broken down and permission has been given for the train to go forward, he must proceed cautiously and not assume on approaching the Signal-box ahead that the fact of the Signals being off is an indication that the line is clear for his train.

Fireman to look out.

147—(*a*) As far as practicable, the Driver must have his Fireman disengaged when approaching or passing a Signal-box, so that he also may keep a good look-out for Signals.

Junction whistles.

(*b*) When approaching a Junction the Driver must give the required notice by whistle if the Signals are at Danger; if the proper Signals are lowered for him to proceed, he need not give the Junction whistles.

Speed of trains when passing through Junction Points and Crossings.

148—(*a*) Drivers of trains, when running through Junctions to or from Lines diverging from the straight road, must so reduce their speed as to ensure a steady passage for the whole train through the Junction Points and Crossings.

(*b*) Where special rates of speed are to be observed in running over certain Junctions and other portions of the Line, they will be found in the Notices or Appendices. Special rates of speed.

149—(*a*) When one or more engines are employed to assist a train in the rear, they must not, unless authorised by the General Manager or the General Superintendent leave the train except at a Block Signal-box where there is a Signalman on duty. Assistant engine not to leave train except at Signal-box.

(*b*) When a Goods train is assisted by an engine in the rear the Guard must remove his Tail Lamp, and when the assisting engine leaves the train the Tail Lamp must, when practicable, be replaced within view of the Signalman, to remind him that an assisting engine is following and in order to prevent the train being signalled to the Box in advance as having passed without a Tail Lamp. Should the assisting engine, from any cause, leave the train between two Signal-boxes, and the train proceed without it, the Guard must take care not to replace the Tail Lamp until the train has passed out of sight of the Signalman at the next Box, and he must use every endeavour to intimate to the Signalman at such Box that the assisting engine has been left on the Line. Goods train assisted by engine in rear.

(*c*) When the Driver of the engine in front has received the Guard's Signal to start, and he has satisfied himself that the necessary Fixed Signal has been lowered, he must call the attention of the Driver in the rear of the train by giving two "Crow" whistles, which must be acknow- Starting of trains with one engine in front and one in rear of train.

ledged by repetition from the rear engine, and until these "Crows" have been given and acknowledged, neither the train engine nor the assisting engine must move forward.

(*d*) When two or more engines are employed to draw a train they must not be uncoupled except at a Block Signal-box where there is a Signalman on duty, nor then until the engines have been brought to a stand.

Light-engines to be coupled.

(*e*) When two or more light engines have to pass at the same time through a Block Section, they must be coupled together before entering such Section. The Continuous Brake Pipes, where provided, must also be coupled, and the engines must not be uncoupled except at a Block Signal-box where there is a Signalman on duty.

Detaching one engine from another on Running Line.

(*f*) When, in the case of light engines coupled together, it may be necessary to detach one or more of the engines or to detach one engine from a train worked by two engines in front, on any Running Line, the Driver of each engine requiring to be detached must, before uncoupling, unless he can verbally communicate with the Signalman from his engine, send his Fireman to the Signal-box to make the Signalman clearly understand what is about to be done, and in what direction the uncoupled engine or engines are required to proceed.

EXCEPTION.—*When a Passenger train drawn by two engines is brought to a stand at a Station Platform, and one of the engines has to be detached, it will not be necessary for the*

Signalman to be communicated with before uncoupling, provided there is a Signal-box ahead of the platform controlling the movement of the engine from the Platform, but the Driver must, when the detached engine has run forward to such Box to be disposed of, inform the Signalman there what has been done.

Goods trains coupled together.

149A—(*a*) To facilitate the working of traffic, two Goods or Mineral trains may, in clear weather and where specially authorised (by the General Manager or the General Superintendent), be coupled together, the engine of the second train being coupled to the brake-van of the first train, and the two trains worked forward as one train.

(*b*) At places where such special authority is given the Signalman must decide as to the coupling of trains together, and before the engine of the second train is attached to the brake van of the first train, the Guard of the first train must satisfy himself that the Driver of his own train is aware of what is about to be done.

(*c*) When the Driver in front has received his Guard's Signal to start, and he has satisfied himself that the necessary Fixed Signal has been lowered, he must call the attention of the Driver of the second train by giving two "Crow" Whistles, which must be acknowledged by repetition from the rear engine, and until these "Crows" have been given and acknowledged neit er engine must move forward, and the Guard of the first train

must not give the signal to start until he has exchanged signals with the Guard and Driver of the second train.

(*d*) The Tail and Side Lamps at the rear of the first train must be removed as soon as the trains are coupled together, and must not be replaced until the trains are again divided, which must not be done until the coupled trains have been brought to a stand at a Signal-box, when the engine of the second train must be uncoupled from the brake van of the first train by the Head Guard of the first train, and the Tail and Side Lamps must be replaced by him in their proper positions.

(*e*) When trains are coupled together they must be signalled specially as may be arranged, and the Signalmen, after receiving such special signal, must not give the "Train out of Section" Signal to the Signal-box in the rear until both trains have passed out of the Section.

(*f*) Coupled trains must not be sent to any Station or Siding unless it is known that they can be dealt with there.

(*g*) The Guard of each train must ride in the brake van at the rear of his own train.

(*h*) On Lines where the Absolute Block Telegraph System is not in operation, when a train is standing outside the Home Signal and a following train arrives behind it, the Guard in charge of the first train must confer with the Driver of the second train, and if both trains are going in the same direction and they can be coupled for a part

or the whole of the journey, the Guard of the first train must take the instructions of the Signalman on duty as to whether the trains should be coupled or not.

(*i*) On falling gradients, Guards of the coupled trains must apply the hand-brakes in sufficient time to keep the couplings tight when the trains commence to ascend the next rising gradient.

(*j*) When either of the Drivers of the coupled trains finds it necessary to stop he must give three or more short sharp whistles, or sound the Brake-whistle (where a special whistle is supplied for that purpose), as a signal to the other Driver to shut off steam and apply his Brake.

(*k*) In foggy weather or during falling snow, Trains must not be coupled together, but must be worked separately.

150—(*a*) When two engines are employed to draw a train, the Driver and Fireman of the leading engine are responsible for the observance of Signals and the working of the Continuous Brake; the Driver of the second engine must watch for, and take his Signals from, the Driver of the leading engine, but the Driver of the second engine is not relieved from the due observance of all Signals regulating the safe working of the Line, and in case of need he must apply the Continuous Brake.

Train drawn by two engines.

Duty of each driver as to Signals.

(*b*) Special care must be used in starting or stopping a train drawn by two engines to prevent the breaking of the couplings.

Care in starting or stopping.

To start and stop with care.

To run on proper Line.

151—(*a*) The Driver must start and stop his train carefully and without a jerk, and pass along the proper Line, which, in the case of an ordinary double Line, is the left-hand side of the Permanent-way, in the direction in which the engine is travelling.

Stopping of trains.

(*b*) In stopping his train, he must pay particular attention to the state of the weather and the condition of the rails, as well as to the length and weight of the train; and these circumstances must have due consideration in determining when to shut off steam and to apply the Brake.

To be careful in approaching Stations, and not to stop short of, or over-run, platform.

152—(*a*) The Driver must carefully approach all Stations at which his train is required to stop, and must not stop short of, or over-run, the platform; he must also exercise care in passing Stations where he is not required to stop.

When a Passenger train over-runs, or stops short of, platform.

(*b*) After a Passenger train has come to a stand at a Station platform, or should a Passenger train, in stopping at a Station, over-run, or stop short of, the platform, or be of such length that the whole of it cannot be accommodated at the platform at the same time, the Driver must not move the train back or draw it forward until he receive instructions from the Guard in charge to do so. Station-masters, Guards, and others must at once take steps to prevent passengers leaving the carriages that are not at the platform; and as soon as the Guard in charge has satisfied himself that all doors are closed, and that no passengers are entering or leaving the

train, he must instruct the Driver to put back or draw up to the platform as may be required. The Driver must sound his whistle before moving his train.

When a Passenger train over-runs Platform.

(*c*) In the event of the whole of the train running past the platform the Guard must not give instructions to the Driver to set the train back without the authority of the Signalman.

Train stopped where not booked to call.

(*d*) Should a Passenger or Empty Carriage train be stopped by Signals at a Station platform where it is not booked to call, the Driver must not, on the Signal being lowered, proceed without receiving an All Right Signal from the Guard.

Use of whistle.

153—(*a*) When a train is approaching or leaving a Station and there is another train standing on the next adjoining Line, or when a train is approaching any place where shunting operations are in progress on the next adjoining Line or Siding, the Driver must, on approaching and whilst passing, sound the Engine Whistle.

Whistle to warn men, and on entering or emerging from and passing through Tunnels.

(*b*) The whistle must also be sounded to caution Undermen and others on or near the Line on which a train is running, and on entering or emerging from a Tunnel, and must be repeated occasionally when passing through long Tunnels.

Drivers not to throw out hot water, &c., in Tunnels.

154—Drivers must not throw out hot water, fire, or cinders when passing through a Tunnel.

Undermen's Signals to reduce speed

155—A Green Flag or a Green Light, waved slowly from side to side by Under-

men, indicates that trains must reduce speed to fifteen miles an hour, or such other speed as may be prescribed, over the portion of Line protected by such Green Signal.

Engine not to stand foul of Points or Crossings.

156—When a Driver brings his engine to a stand in obedience to Signals, he must take care that the engine does not stand foul of the Points or Crossings of any other Running Line.

Catch Points.

157—(*a*) Unless instructions are issued to the contrary, or in the event of an obstruction being in front, no train must be brought to a stand where there are Catch Points until the last vehicle has passed over such Catch Points.

(*b*) If a train is brought to a stand on or near Catch Points, the Driver must not move his train until he has satisfied himself that the Points are in the proper position, and that all is right for the train to be moved.

Hose of Water Tanks to be properly secured.

158—Drivers, after taking water from Tanks or Water Columns, must be careful to leave the Hose or Water Crane clear of the Running Lines and properly secured.

Smoke from engines.

159—Drivers and Firemen must so arrange their fires as to avoid any unnecessary emission of smoke from their engines whilst standing at or passing Stations.

Driver to assist in forming train.

160—The Driver must afford such assistance with his engine as may be required for the formation, arrangement, and de-

spatch of his train. Each train is under the control of the Head Guard, who must give the Driver any instructions that may be necessary as to the working of the train.

Train under control of Head Guard.

161—Every Guard must be in attendance at the Station from which he is to start half-an-hour before the time appointed for the departure of his train, or at such other time as may be specially fixed.

Attendance of Guard prior to departure of train.

162—Every Guard, before starting with his train, must examine the Notices to see whether there is anything requiring his special attention on those parts of the Line over which he has to work, and he must, before going off duty, ascertain the time at which he is again required to be on duty.

Guards to examine Notices.

163—Every Passenger Guard must have with him his Watch, Whistle, and Carriage Key, and take in his van a Red and a Green Flag, not less than twelve Detonators, a Hand Signal Lamp which must be lighted before passing through long Tunnels and after sunset and in foggy weather, and such other Articles or Flags as may be ordered by the General Superintendent.

Articles a Passenger Guard to have with him.

164—Every Goods Guard must have with him his Watch, and take with him in his van a Red and a Green Flag, not less than twelve Detonators, a Hand Signal Lamp which must be lighted before passing

Articles a Goods Guard to have with him.

through long Tunnels and after sunset and in foggy weather, a Shunting Pole, not less than two Sprags, and such other Articles or Flags as may be ordered by the General Superintendent.

Duties of Head Guard.

165—The Guard in charge of a Passenger train must satisfy himself, before starting, that the train is correctly labelled, and provided with the necessary lamps; that the vehicles are properly coupled; and that the Continuous Brake is in working order.

He must also see that the train is formed in accordance with instructions, and that vehicles attached on the journey are placed in the proper position. In the event of any departure from the authorised arrangements he must advise the Station-master or person in charge of the Station and record the circumstance on his journal.

Doors to be closed.

166—Guards must see that the doors of the carriages and other vehicles are properly closed and fastened, and, in case of any

Unusual stoppage.

unusual stoppage, must request the passengers to keep their seats, except when necessary to alight.

Preventing passengers travelling in superior class.

Re-booking by same train prohibited.

Fraudulent travelling.

167—Guards must assist the Staff at Stations in preventing passengers travelling in a superior class, or leaving a train for the purpose of re-booking by the same train to evade payment of the proper fare; and they must also assist the Staff generally in detecting fraudulent travelling.

Guards under orders of Station-master.

168—When trains are within Station limits the Guards are under the orders of the Station-master or person in charge.

Packages not to be conveyed unless booked.

169—Guards and other servants of the Company are forbidden to carry any description of package, either for themselves, their friends, or the public, without proper authority in writing for the free transit thereof, or unless such package be way-billed or stamped. In the case of way-billed traffic, Guards must compare the parcels with the way-bills, noting on the latter any defect or discrepancy, and all way-bills must be initialled or stamped by the Guards.

Guards to compare parcels with way-bills.

Parcel in damaged condition.

In the event of a stamped parcel being in a damaged condition, the Guard must make a note on his journal or in his Train Book.

Guard to ride in brake van.

170—(*a*) The Guard of a train must ride in the brake van, and not in any other part of the train or upon the engine, except when required to do so in the execution of his duty. He must not allow any unauthorised person to enter a brake van or luggage compartment.

Luggage, parcels, &c.

(*b*) Guards must give careful attention to the luggage, parcels, despatches, and other packages entrusted to them. Parcels which have to be put out must be given by the Guard to the Porter appointed to receive them, who must sign in the Guard's book for the value parcels delivered to him. The Guard must, in like manner, sign in

the Porter's book for the value parcels transferred to his care.

Guards not to leave Station until they have delivered over parcels and luggage.

(*c*) On the arrival of the train at a terminus, Guards must not leave until they have delivered over all luggage and parcels, together with the way-bills relating thereto, to the persons appointed to take charge of them, and care must be taken not to allow any unauthorised person to enter a brake van or luggage compartment. Should any article be missing, the Guard must immediately report the case to the person in charge of the Station and on his journal.

Starting of Passenger trains.

171—(*a*) No Passenger train must be started before the time stated in the Time-table.

(*b*) The Signal for starting a Passenger train must be given by the Guard showing a Hand Signal, and, when necessary, blowing his Whistle, after obtaining an intimation from the Station-master, or person in charge, that all is right for the train to proceed. In the day time the Hand Signal must be a Green Flag; and at night a Lamp showing a Green Light held steadily above the head.

(*c*) When there are two or more Guards, the Signal to the Driver to start must be given by the Guard nearest the engine, after he has exchanged Signals with the Guard or Guards in the rear, who must first have received intimation from the Station-master, or person in charge, that all is right for the train to proceed.

(*d*) The intimation from the Station-master, or person in charge, that all is right for the train to proceed must be a Hand Signal by day, and when the Signal is given by a Hand-lamp it must be a White Light held steadily above the head.

(*e*) Should a Passenger train be stopped by an accident, or from any other exceptional cause, the Driver must not again start until he has exchanged Hand Signals with the Guard, or in the case of more than one Guard, not until he has received a Signal from the Guard nearest the engine, who must first exchange Hand Signals with the Guard in the rear.

Starting of Goods trains.

(*f*) Goods trains may be run before the time specified in the Time-table, provided the Line on which they have to run, and the Stations and Sidings at which they are booked to stop, will be open and ready for Traffic purposes by the time they arrive, and that the next Station or Shunting Siding can be reached without causing delay to following trains of more importance.

(*g*) The Signal for starting a Goods train must, by day, be given by the Guard holding one arm in a horizontal position, and at night by a Hand Lamp showing a Green Light held steadily above the head.

When there are two or more Guards the Signal to the Driver to start must be given by the Guard nearest the engine, after he has exchanged Signals with the Guard or Guards in the rear.

(*h*) At the commencement of the journey, or when restarting from a Station, Goods Yard, Siding, or Signal, or after being stopped from any exceptional cause, the Driver must, as soon as practicable, after the train has started, satisfy himself that his Fireman has exchanged Hand Signals with the Guard in the rear, so that the Enginemen may be sure that they have the Guard and the whole of the train with them. A short whistle will, if necessary, gain the attention of the Guard for the purpose.

Not to leave Station, Siding, or Ticket Platform without proper Signal.

172—(*a*) When a train is about to leave a Station, Siding, or Ticket Platform, the signal to start given by the Guard merely indicates that the Station duty or the collection of tickets is completed; and, before starting the train, the Driver must satisfy himself that the Line is clear, either by observation, or the exhibition of the necessary Signal; when starting, the Fireman must look back to see that the whole of the train is following in a safe and proper manner, and to receive any Signal from the Station-master or Guard that may be necessary.

Driver and Fireman to look back.

(*b*) The Driver and Fireman must frequently during the journey, especially when passing a Signal-box, look back and see that the whole of the train is following in a safe and proper manner.

Goods trains to stop as marked in Time-table.

173—Goods trains must stop at the places specified in the Time-table, unless, on approaching a Station or Siding, the

Fixed Signals are off for the train to proceed, and a Green Hand Signal, waved slowly up and down, is given to indicate that it is not necessary for the train to stop. When this is done, the train may run past the Station or Siding without stopping, unless there are wagons or goods to leave, when the Driver will have instructions from the Guard to stop. In the case of a train timed to stop at a Station or Siding when required, the Driver of such train must stop at the Station or Siding, unless he receive a Green Hand Signal, waved slowly up and down, to proceed without stopping.

Exceptions.

Goods trains timed to stop when required.

174—(*a*) To prevent oscillation, and to secure the smooth and easy running of Passenger trains, all the vehicles composing the train must be so tightly coupled as to put sufficient strain on the drawbars to ensure the buffers being brought so firmly together as not to be separated by any change of gradient or by the starting of the train.

Coupling of carriages.

(*b*) Side chains, where provided, must always be coupled, and the screw coupling not in use must be hung on the hook provided for the purpose.

Side chains.

(*c*) Station-masters at intermediate Stations must, as far as practicable, observe the state of the couplings (including Continuous Brake, Passenger Communication, and other couplings) on the arrival of the trains, and cause any that require it to be adjusted.

Station-masters at intermediate Stations to examine couplings.

Information as to running of trains.

175—(*a*) Station-masters and Signalmen must, when necessary, ascertain how the ordinary and special trains in their respective districts are running.

Passenger trains to take precedence.

(*b*) Passenger trains must, as a rule, take precedence of all other trains.

Shunting of trains for others to pass.

(*c*) Goods trains must be shunted out of the way of Passenger trains; and Mineral, Slow Goods, and Ballast trains must also be shunted out of the way of Fast Goods, Cattle, and Fish trains at Stations or Sidings where there are Fixed Signals, in sufficient time to prevent the Passenger train, Fast Goods, Cattle, or Fish train, respectively, being delayed by the Signals either at the Station where the train is being shunted or at the Station in the rear.

(*d*) Wherever there is sufficient Siding accommodation to contain the train, it must not be shunted from one Running Line to another, but always from the Running Line into the Siding.

When last vehicle of train does not pass Signal-box before it has been shunted into a Siding.

176—When the last vehicle of a train does not pass the Signal-box before it has been shunted into a Siding, or when a train has been brought to a stand within the Home Signal, and it is necessary to give the "Train out of Section" signal before the train passes the Signal-box, the Signalman must, before giving such signal, ascertain from the Guard or Shunter in charge of the train that the whole of the train, with Tail Lamp attached, has arrived, and the Guard or Shunter will be held respon-

sible for giving this information to the Signalman; the Fireman being similarly responsible in the case of a light engine.

Guards of Passenger trains to keep a good look-out.

177—(*a*) Guards of Passenger trains must carefully watch the running of their trains when approaching important Junctions, terminal Stations, and Stations at which they are booked to stop, and take any action that may be necessary. They must also keep a good look-out on other parts of the journey when not engaged with other necessary duties. If the train is fitted with the Continuous Brake, the Guard must, in case of emergency, apply it in order to stop the train, but if the train is not fitted with the Continuous Brake, he must apply his Hand-brake sharply, and release it suddenly. This operation repeated several times should, from the check it occasions, attract the notice of the Driver, to whom the necessary Danger Signal must be exhibited.

Means to be adopted by Guard to attract Driver's attention.

Guards of Goods trains to keep a good look-out.

(*b*) The Guard of a Goods train must keep a good look-out and should he see any reason to apprehend danger, he must use his best endeavours to give notice thereof to the Driver. If the train is fitted with the Continuous Brake, the Guard must, in case of emergency, apply it in order to stop the train, but if the train is not fitted with the Continuous Brake, he must apply his Hand-brake sharply, and release it suddenly. This operation repeated several times should, from the check it occasions, attract the notice of the Driver, to whom

Means to be adopted by Guard to attract Driver's attention.

the necessary Danger Signal must be exhibited.

(*c*) In the case of trains not fitted with the Continuous Brake, the Guard must always apply his Brake as soon as he becomes aware that the Driver is applying his.

Means to be adopted by Driver to attract Guard's attention.

(*d*) When a Driver requires the special assistance of the Guard's brake, he must give three or more short sharp whistles or sound the Brake-whistle (when a special whistle is supplied for that purpose), and the Guard or Guards must immediately apply the brakes.

Guards to apply hand-brake when necessary.

178—In travelling down steep inclines, Guards of Goods trains must, in order to steady the trains and assist the Drivers, apply the rear Hand-brake, care being taken not to skid the wheels; they must also, where necessary, fasten down a sufficient number of wagon-brakes before descending the incline. Guards must apply their brakes when a train is approaching, at too great a speed, a Station at which it is timed to stop.

Engine not to push train.

179—Except as shown below, no engine must push a train upon any Running Line, but must draw it.

EXCEPTIONS.—

(*a*) When within Station limits or where specially authorised by the General Manager or the General Superintendent.—*White Light to be carried on leading vehicle.*

(*b*) Under special regulations when assisting up inclines.—*Train engine to carry standard Headlights, assisting engine or engines in rear one White Headlight.*

(*c*) When a train or portion of a train is left upon any Running Line, and the engine returns for it upon the proper Line, and crosses behind it, as shown in Rule 221.—*White Light to be carried on leading vehicle.*

(*d*) When a train or portion of a train has to return on the wrong Line to the Signal-box in the rear, as shown in Rule 222.—*Red Light to be carried on leading vehicle.*

(*e*) In the case of an engine being disabled a following engine may push the train slowly to the next place (see Block Telegraph Regulation 14), where the pushing engine can be placed in front of the train.—*The leading engine to carry standard Headlights.*

(*f*) When the Line is blocked, and trains are being worked to or from the point of obstruction, on both sides.—*Red Light to be carried on leading vehicle.*

(*g*) Ballast trains when working in a Section, unless instructions are given to the contrary.—*White Light to be carried on leading vehicle, which must be a Brake Van.*

(*h*) When required to assist in starting a train from a Station.—*Train engine to carry standard Headlights, assisting engine or engines in rear one White Headlight.*

(*i*) Officers' Special train.—*White Light to be carried on leading vehicle.*

Detaching vehicles from Passenger train.

180—(*a*) When any vehicle has been detached from a Passenger Train, the Guard must, unless some of the Station staff are present to take charge of it, see that it is properly secured so as to prevent its moving. If the engine be detached to put off or take on vehicles, or for any other purpose, the Guards must keep their Hand-brakes on to prevent the train moving during the time the engine is away from it.

Detaching vehicles from Passenger train and left on Running Line.

(*b*) The Continuous Brake must not be relied upon to secure any vehicle from running away after it has been detached from the engine and brake van.

Guard to apply Hand-brake before leaving van.

181—Should a Goods train be brought to a stand from any cause where the line is not level, or in other circumstances where it is important the train should not move back, and it is necessary for the Guard to leave his Van, he must before doing so apply his Hand-brake.

Additional precaution when Engine detached.

When it is necessary for the engine to be detached from the train the Guard must, as an additional precaution, pin down a sufficient number of wagon brakes before the engine is uncoupled, and, if necessary,

place one or more sprags in the wheels of the wagons next to the rear brake in the case of a rising gradient, and of the foremost wagons in the case of a falling gradient, so as to prevent the possibility of the wagons moving away. The number of sprags must be regulated by the steepness of the gradient, the number of wagons, their loads, and the state of the weather and rails.

Shunting of train into Siding or from one Running Line to the other to allow another to pass.

182—(*a*) When a train is shunted into a Siding after sunset, or in foggy weather or during falling snow, for another train to pass, the Guard (in the case of a train) must remove the Tail Lamp, and reverse or obscure the Side Lights where carried; and the Driver (in the case of a light engine) must remove the Tail Light so as not to exhibit Red Lights to a following train.

(*b*) When a train has to be shunted from one Running Line to another to allow a following train to pass, such train must be set well within the Home Signal, so as to be efficiently protected by it from any train approaching from the opposite direction.

(*c*) Before any train is shunted from one Running Line to another after sunset, or in foggy weather or during falling snow, the Driver must exhibit a Red Head Light in front of the engine (or tender if running tender first), so as to face a train coming from the opposite direction, and remove all other Head Lights which his engine may be carrying. The Red Light must be kept

exhibited until the whole of the shunted train has again been placed on its proper Running Line.

(*d*) Immediately a train has been shunted from one Running Line to another, the Guard (in the case of a train) must remove the Tail Light and reverse or obscure the Side Lights, and the Driver (in the case of a light engine) must remove the Tail Light.

(*e*) Before the train recrosses to its proper Running Line, the Guard (in the case of a train) must replace the Tail and Side Lights, and the Driver (in the case of a light engine) must replace the Tail Light.

Detaching engine from train standing on wrong Line.

(*f*) Should it be necessary for the engine to be detached and leave its train standing on the wrong Line, the Guard in charge must place a Red Light on the front vehicle of the train so left, and the Driver will be held responsible for seeing that this is done before removing his engine from the train.

(*g*) Should the engine have to remove a portion of the train, the Guard in charge must see that a Red Light, as above, is left exhibited on the front vehicle of the rear portion before the front portion is removed.

(*h*) In the case of a train or vehicles having to be shunted from a Siding on to a Running Line, or from one Running Line to another Running Line, and having to stand there, the Shunter or other person in charge must, after sunset, or in foggy weather or during falling snow, take care

that a Red Light is placed on the end of the train or vehicles so as to face any train that may be approaching on the same Line.

Shunting operations.

183—During shunting operations a Driver must not move his train, although the Fixed Signal may be lowered, until he has received a signal to do so from the Guard, Shunter, or other person in charge.

Shunting vehicles.

184—(*a*) Vehicles must not be shunted into Sidings, nor against others upon Running Lines, without remaining attached to the engine, unless attended by a competent person prepared to put down the hand brakes, or to apply sprags, as the case may be, so as to prevent their coming into violent contact with other vehicles, or fouling other Lines, or running away when the Line is on a falling gradient.

(*b*) Vehicles must not be moved unless the doors are properly closed and fastened, except as provided in clause (*b*) of Rule 112.

Vehicles left standing in Sidings.

(*c*) Vehicles standing in Sidings must be properly secured and left sufficiently clear of the fouling points of any adjoining Sidings or Lines, to admit of shunting operations being carried on without risk of injury to the staff engaged in conducting them.

Shunting vehicles into incline Sidings.

(*d*) When vehicles have to be shunted into incline Sidings, the vehicles to be moved at one shunt must be limited to such a number as the engine can push up without going at a violent or excessive speed.

Shunting vehicles at Stations on inclines—vehicles to be secured.

(*e*) When shunting at Stations or other places situated on inclines, care must be taken that, in addition to screwing the van-brakes tightly down, a sufficient number of hand-brakes are fastened down, and sprags or hand-scotches used when necessary, to prevent the possibility of the train or any of the vehicles running down the incline. At such Stations and at such other places a supply of sprags and hand-scotches must be kept ready for the purpose.

Sprags and hand-scotches to be kept at Stations.

Trains or Vehicles to be placed within Safety Points or Scotch Blocks and to be clear of Points.

185—(*a*) Guards, Shunters and others engaged in shunting operations at Sidings must take care that the trains or vehicles are left clear of any Running Line and within the Safety Points or Scotch Blocks, and that the Points are reversed, or the Scotch Blocks placed across the rails, to protect the Running Line after the operation is completed. They are also held responsible for seeing that trains or vehicles are clear of all Points that require to be reversed.

NOTE.—*When a train has been set back into a Refuge Siding or through a crossover road or in any other similar case where the engine is near the points and there is not a guard or shunter present, the Driver is held responsible.*

Movements over Points worked, bolted, or locked from Signal-box or Ground Frame.

(*b*) Where the movement is over Points worked, bolted or locked from a Signal-box or Ground Frame, the Guard or Shunter, if a fixed Signal is not provided for the movement, must have an intimation from the Signalman or person working the

Ground Frame that the movement may be made and must, as far as practicable, see that the Points are in their proper position before a signal is given to the Driver to move.

(*c*) Where the movement is over Hand Points, they must satisfy themselves that all Points which become facing are in the proper position. Movements over Hand Points.

(*d*) In the case of double shunting, the men working the points are responsible for the Points being in the proper position for the movement, and Guards, Shunters, Signalmen, Pointsmen, and others must have a clear understanding as to the points required to be moved. Double shunting.

(*e*) When in consequence of frost or snow there is a likelihood of Points being prevented from closing, care must be taken to see that all Points which become Facing Points are properly closed before shunting movements are made over them. Movements over Points during or after fall of snow.

(*f*) In the case of an Engine unaccompanied by a Guard or Shunter, the Driver will be held responsible for carrying out the preceding instructions. Movements of Light Engines.

(*g*) Guards, Shunters, and others engaged in shunting operations must render the Signalmen every assistance.

186—(*a*) When vehicles are detached from a train and left on any Running Line prior to being shunted into Sidings, or when it is necessary for a train or any vehicle to be placed outside a Home Signal, the Signalman must be at once informed of the fact, Vehicles left on any Running Line prior to being shunted.

in order that he may keep the Signals at Danger for the protection of the Line, and take the authorised steps for securing safety in one or both directions as may be required. At night, and in foggy weather or during falling snow, in addition, a Red Light must be shown at the rear of the vehicles, or, where necessary, at both front and rear, until they are safely placed in the Sidings. When vehicles have been detached, care must be taken that they are properly secured so as to prevent their moving.

(*b*) During windy weather, or where the Line is not level, and a detached vehicle is likely to run away, the attention of the Signalman must be called to the fact of there being a vehicle to come off before it is detached.

(*c*) It is the duty of the Shunter or person in charge of the shunting to see that the necessary Red Light is shown at the rear, or where necessary at both front and rear, of vehicles standing on any Running Line, or on vehicles detached from trains, and Station-masters must take care that this is clearly understood by the men concerned. The Signalman must also keep a good look-out upon the arrival of trains, and if he see any vehicles have become detached and are left on any Running Line, he must take the necessary steps to protect them.

(*d*) Unless special permission is given, no train or vehicle must be placed outside a Home Signal where the Line is on a falling gradient towards the Signal-box in the rear.

Attaching and detaching to and from Passenger trains.

187—(*a*) Vehicles must, when practicable, be attached to or detached from Passenger trains without the trains being moved.

(*b*) Before any vehicle containing passengers is shunted over Points, care must be taken to ascertain that the Points are securely set for the Line on which the vehicle is required to run, and that the Line is clear and properly protected.

(*c*) When vehicles are being moved by an engine for the purpose of being attached to a Passenger train, the Continuous Brake pipes, where provided, must be connected, so that the brake may be available during the operation.

Removal of Travelling Cranes.

188—(*a*) Before removing any Travelling Crane the person in charge of it must see that the jib is properly lowered and secured, and so fixed that it will pass under the gauge, and that the balance box is properly secured. When the Crane has to be conveyed by train, it must, when practicable, be so placed that the jib points towards the rear of the train.

(*b*) Travelling Cranes must, when practicable, be forwarded only by Slow Goods trains. The Station-master or person in charge, and the Head Guard of the train, must, before a Crane is attached to the train, take care that all the fastenings supplied for securing the jib and balance box, and, where provided, the side-stays of the truck, are in good condition and secured in their proper position, and that the necessary match or guard-wagons are

provided. The Driver must, before starting, be informed by the Head Guard that the Crane is being forwarded by the train, and at each stopping place on the journey the Guard must satisfy himself that the fastenings are secure. Wagon-examiners must also inspect the fastenings in addition to the usual examination of the wheels, &c. If any defect exist in any of the fastenings, the Crane must not be attached to a train, and, if travelling, it must be detached for the fastenings to be made good.

Chains, &c., to be secured.

189—Guards and Shunters must take care that no timber-truck, boiler-wagon, or other vehicle provided with chains or other appliances is allowed to leave a Station or Siding without the chains and appliances being first carefully examined and made perfectly secure and safe, and Guards will be held responsible for seeing that they remain so during the journey.

Conveyance of articles of unusual length or weight by Goods train.

190—(*a*) Long pieces of iron, round timber, or other articles of unusual length, must not be despatched from Stations or Sidings unless securely bound to the wagons with ropes, chains, or iron bands, care being taken that the loads are not too tightly bound to admit of the vehicles going easily round curves. (See also clause (*d*) of Rule 62.)

(*b*) Special care must be exercised with loads of exceptional character as regards dimensions or weight, especially when sent from Private Sidings, to see that the loading

is secure. The Locomotive, Engineering, and Wagon Departments must be consulted when necessary, and the loads inspected by an experienced person before being despatched.

(*c*) Wagons loaded with engines, anchors, ships' brackets, boilers, armour plates, long timber, steam ploughs, rails, exceptionally heavy machinery, or any other articles exceptionally heavy or lengthy, and boiler or oil tank wagons, whether empty or loaded, must not be conveyed by Express Goods trains unless authorised by the General Manager or General Superintendent.

Oil Tank Wagons, marked with a painted Star, two feet across at each right-hand corner facing the Wagon, may be conveyed by Express Freight Trains, provided such Trains when carrying Oil Tanks do not exceed an average speed of 35 miles an hour between stopping points, and do not run more than 40 miles without a stop.

Certain Trains are prohibited from carrying Oil Tanks in addition to those coming under the foregoing restrictions, for particulars of which see Working Time Table.

(*d*) Guards and Shunters must carefully examine loads of the description mentioned in clauses (*a*), (*b*), and (*c*) at places where the train may stop, to see whether they have shifted or require adjustment, and if so, the wagons must not be taken on until the loads have been made secure.

(*e*) In loading Engines and Machines, care must be taken to see that the running

wheels are properly secured by ropes as well as by scotches. This precaution is specially necessary in the case of secondhand Engines or Machines. Driving or Fly Wheels must also be thoroughly secured by ropes.

Lift Vans, whether full or empty, must be securely roped or chained to the wagons, irrespective of the description of truck upon which they are loaded.

Furniture Vans, Showmen's Vans and similar Road Vehicles, on their own wheels, whether loaded or empty, must have the wheels scotched, and fastened to the trucks by ropes, straps or chains, and, in addition, the leading end of the van bodies must be secured to each side of the railway trucks by ropes passed over the cross-bar underneath the van bodies (generally known as the body bolster bar), the ropes being afterwards tightly braced.

Driver or Guard to report any irregularity in working of Signals.

Cattle on Line.

Defects to be reported.

191—(*a*) Should a Driver or Guard observe any irregularity in the working of Signals, or should he see any cattle or other obstruction on the Line, or any defect in the Signals, Works, Permanent Way, or Telegraph, he must report the same at the first Station at which the train stops, but if the circumstance be of a serious character he must stop the train at the first Signal-box, and give information.

Driver to stop and give information.

(*b*) The Driver must, if necessary, also stop before reaching the Signal-box, to give information to Undermen or other servants of the Company.

(*c*) The Driver must also, if he see cattle on the Line, or observe anything wrong on the Line opposite to that on which his train is running, sound his whistle and exhibit a Danger Signal to any train he may meet; he must also, when practicable, place Detonators on the opposite Line of rails. Driver to signal train on opposite Line when necessary.

(*d*) At the end of his journey the Driver must report the circumstance to his Superintendent, or Foreman, or Clerk in attendance, and the Guard must also report the case in his journal.

(*e*) Before booking off duty, the Driver must report the state of his engine and tender.

192—At the end of the journey the Guard in charge must deliver to the Station-master, or forward direct to the General Superintendent, or other Official as may be ordered, a journal containing the time of the running of his train, noting therein every circumstance of an unusual kind, any detentions that may have taken place on the journey, and any error as to parcels, luggage, or goods. In the event of any occurrence having taken place which might have involved, in any respect, the safety of the train or Line, he must, in addition to the notes in his journals, make a special report thereof. Train journals.

193—(*a*) When a Guard is riding in a train other than that he is appointed to work he must, if so instructed by a Station-master, Inspector, or other person in charge, Guard travelling in a train he is not appointed to work.

and his hours of duty will not be exceeded, render any assistance necessary in the working of the train by which he travels, and obey any instructions received from the Guard in charge of such train; and when there is on the train a brake-van in which no Guard is riding, he must, when so instructed, ride in such van, and act as Assistant-Guard.

(*b*) Passenger Guards, when waiting at Junction Stations, must assist with luggage, parcels, &c., to facilitate the despatch of the trains.

Change of Tail and Side Lamps.

194—(*a*) Should a vehicle be attached to, or detached from, the rear of a train at an intermediate Station, the Guard, if there be only one, or the Rear Guard, if there be more than one, must see that the Tail and Side Lamps are in their proper places on the train.

Continuous Brake and other couplings to be adjusted after shunting.

(*b*) The Head Guard must see that the Continuous Brake, Passenger Communications, and other couplings between the vehicles are properly adjusted after shunting is performed, and before again starting his train.

Smoking.

195—Smoking in the carriages, except in the compartments specially set apart for that purpose, is strictly forbidden, and the Guards and Station Staff must take care that the Bye-law on the subject is enforced.

Defective carriages.

196—Should complaint be made of the running of any carriage, the Guard must

report the fact to the Station-master or first Carriage-examiner, and enter the particulars in his journal, giving the number and class of carriage; but if the Guard have reason to apprehend danger from such carriage before it can be inspected, he must have it detached from the train.

Ladies travelling alone.

197—When ladies are travelling alone the Guards must pay every attention to their comfort; and, in placing them in the train, they must, if requested, endeavour to select a compartment for them (according to the class of their tickets) in which other ladies are travelling. If ladies wish to change compartments during the journey, the Guards must enable them to do so.

Passenger changing into a superior class of carriage.

198—When a passenger is desirous of changing from an inferior to a superior class the Guard must have this arranged by the Station-master or person in charge.

Carriage Racks.

199—The Racks in the carriages are provided for light articles only, and must not be used for boxes, portmanteaux, and other heavy articles of luggage, which must, if possible, be placed under the seats of the carriages when passengers desire to have the luggage with them, or otherwise loaded in the Guards' vans, or in the proper luggage compartments of the trains. Any infringement of this instruction is attended by risk of injury to passengers, and this must be explained to any passenger objecting to comply with it.

Parcels not to be thrown from trains.

200—Newspapers or other parcels must not be thrown from trains as they pass through intermediate Stations, unless specially sanctioned by the General Superintendent. Where authority has been given for parcels to be thrown off, Guards must, before throwing the parcels from the train, satisfy themselves that the platforms are clear, and Station-masters and others must warn persons, who may be about, to keep clear of the train.

Deficiency or excess of room in train.

201—When a deficiency of room occurs in a train while on the journey, the Guard must request the Station-master to telegraph to the next Station where carriages are kept, to have one or more in readiness to attach on the arrival of the train, reporting the fact in his journal. He must also report in his journal if he has habitually either an excess or deficiency of room in his train.

Company's workmen to be kept apart from passengers.

202—The Guard and Station Staff must see that workmen of the Company holding Third Class Passes when travelling to and from their work are kept separate, when possible, from the passengers. When a large number of workmen travel by the same train, carriages must be specially provided for their use, and they must ride in these carriages only.

Insane persons and prisoners.

203—Insane persons, and prisoners under the charge of police, must not be placed with other passengers, but in a separate compartment.

Disorderly passengers.

204—In the event of any passenger being drunk or disorderly, to the annoyance of

others, the Guard is to use all gentle means to stop the nuisance; failing which, he must, for the safety and convenience of all, have the offender removed from the train at the first Station. The Guard must obtain the name and address of the offender, and also of one, at least, of the passengers present at the time; he must also take care that the offender's luggage is put out of the train before it proceeds on its journey.

Collection or examination of tickets.

205—(*a*) Guards, on arrival at a Ticket-collecting Station, must request the passengers to have their tickets ready, and must assist the Ticket-collectors by opening and closing the carriage doors; they must not, however, collect, or examine tickets except under special instructions.

Calling out names of Stations.

(*b*) Guards must also distinctly call out the names of the Stations at which the trains stop during the journey.

Duties of Guard in charge of Goods train.

206—(*a*) The Guard in charge of a Goods train must satisfy himself before starting, and during the journey, that the vehicles composing the train are properly loaded, marshalled, coupled, greased, and sheeted; that there are the prescribed number of brakes; that they are in good working order; that the train is in a state of efficiency for travelling; and that it has the proper Tail and Side Lamps attached to it. He must also carefully examine the loading of any vehicles he may attach on the way, and if any vehicle become unsafe

from the shifting or derangement of the load, he must, at once, have the load re-adjusted or the vehicle removed from the train. All irregularities must be reported in his journals.

Doors of vehicles to be carefully examined.

(*b*) Before leaving Sidings and other places the doors of vehicles must be carefully examined to see that they are properly secured by the fastenings provided for the purpose.

Wagons unsafe to travel.

(*c*) The Guard must not attach any Wagon which he may think is unsafe to travel.

Labelling of wagons.

(*d*) The Guard must not attach to his train any loaded wagon unless it is labelled or directed on both sides, nor any empty wagon which requires to be labelled or directed, unless such wagon is labelled or directed on both sides.

Labelling of wagons.

206A—(*a*) Every loaded wagon must be labelled or directed on both sides to its destination.

NOTE.—*This Clause does not apply to Mineral Traffic in train loads for journeys not involving marshalling during, or on completion of, the journey.*

(*b*) When it is necessary for any empty wagon to be labelled or directed to its destination, such wagon must be labelled or directed on both sides.

(*c*) Station-masters, Goods Agents, or other persons in charge will be held responsible for seeing that this Regulation is complied with.

Brake vans.

207—(*a*) Without the special authority of the General Superintendent, no Goods train must be run on any Running Line beyond the limits of Stations unless there is a brake van in the rear.

(*b*) Where a train is authorised to run without a brake van in the rear, a brake van or other suitable vehicle for the use of the man in charge of such train must be so attached as to be conveniently used by him, and also with due regard to safety in working the train.

A Tail Signal must be carried on the last vehicle.

Engine running round a train to remove it from Running Line at a Signal-box, or to propel it to the Signal box in advance.

208—(*a*) When it is necessary for an engine to run round a train, for the purpose of removing it from a running line at a Signal-box, or to propel it to the Signal-box in advance, or when a train has to be removed from a running line at a Signal-box or propelled to the Signal-box in advance by another engine, the train engine going forward, the Guard or Shunter must inform the Signalman what is about to be done.

EXCEPTION.—*When the operation has to be performed in connection with a Passenger or empty carriage train that is regularly so dealt with, the Guard or Shunter need not inform the Signalman what is about to be done.*

(*b*) If the engine after being uncoupled proceeds to the Signal-box in advance, it must not carry a Tail Lamp (*except where*

the train is left between the points and the signal at the Signal-box in the rear controlling the entrance of trains into the Section in advance), and the Driver must inform the Signalman there that the train has been left in the Section and what he requires to do.

(*c*) A Lamp showing a White Light by night or in foggy weather or during falling snow, must be placed by the Guard or Shunter on the leading end of the vehicle from which the engine has been detached. In the event of vehicles being attached to the end of the train from which the engine has been uncoupled, the Lamp must be transferred to the front of the leading vehicle. The lamp must remain on the vehicle until the train has been removed.

(*d*) The propelling of the train through the Section must only be done where authorised in accordance with Rule 179.

Vehicles stopped for repairs.

209—(*a*) When a vehicle is not fit to travel it must be labelled by the Examiner with a Red "Not-to-Go" label, and must not be allowed to travel.

(*b*) When a vehicle requires repair, but is fit to travel, it must, except when it has a defective brake, be labelled with Green labels lettered "For repairs" and when empty taken to the place indicated on the labels.

If a wagon is safe to carry a return load, it may be re-loaded to the destination indicated on the labels, or to a place near

thereto, in which case the Railway Company's examiner at the re-loading Station must use Green labels endorsed " May be loaded *home*."

When a vehicle has a defective brake but is otherwise fit to travel, it must be labelled with White " For Repairs " labels with the words " Defective Brake " printed across diagonally in Red; the vehicle must not be loaded, and the Brake Lever must be secured.

When a vehicle which is not fit to travel on a train requires to be transferred from one yard to another yard in the immediate vicinity, it must be labelled with Green and Red Coloured " Yard to Yard " For Repairs Labels, and these labels will be authority for the vehicle to be taken to the Yard indicated on the labels.

(*c*) Any unauthorised person removing any of these labels will render himself liable to criminal prosecution.

Doors of Live Stock wagons to be fastened.

Shunting of Live Stock.

210—(*a*) When wagons of Live Stock are attached to a train, the Guard must see that the fastenings of the doors are all secure. On the journey he must avoid unnecessarily shunting such wagons, and the shunting, when requisite, must be done as gently as possible.

Conveyance of Live Stock.

(*b*) Guards working trains by which Live Stock is conveyed must carefully examine the animals from time to time, as may be necessary, and satisfy themselves that they are travelling safely; if any are found down, or requiring attention, steps must be

taken to have them put right as soon as possible, and a note of the circumstance must be made in the Guard's journal, the numbers of the wagons, and the sending and receiving Stations being also given.

Loads of Live Stock received at Junctions from other Companies.

(*c*) Loads of Live Stock received at Junctions from other Companies must be examined to see that they are in good condition when exchanged, and in case of injury or death, the attention of the other Company's servants must be drawn to the fact at the time.

Rolling Stock received damaged at Junctions, &c.

211—When a Guard receives delivery at a Junction of home, foreign, or traders' Rolling Stock, in a damaged condition, he must draw the attention of the Clearing House Number-taker or the Station-master or person in charge to the circumstance, so that it may be noted. He must also note the circumstance in his journal.

Wagons loaded with goods liable to be set on fire.

212—Guards must not take on wagons loaded with goods liable to be set on fire by sparks or hot cinders, unless the wagons are properly sheeted. Such wagons must be placed as far as possible from the engine.

Goods Guards' vans with stoves in them.

213—Every Goods Guard who has used a van with a stove in it must, before leaving duty, take care that the fire in the stove is entirely extinguished unless the van has to be sent out again immediately, in which case a small fire may be allowed to remain, all necessary precautions being taken to avoid damage arising therefrom.

214—Goods Guards must not leave their trains until they have been delivered over to the Checker, Shunter, or Relief Guard. Delivery of Goods train at end of journey.

215—No Ballast train must be allowed to run over the Line unless in charge of a Guard, who must have been passed as competent by the Traffic Department, and he will be responsible for the safe working of the train. Ballast train to be in charge of Guard.

216—(*a*) Should a Ballast train have to discharge or take up materials on any Running Line between two Signal-boxes, the Guard of such train must, before entering the Section, inform the Signalman in charge of the Signal-box of the fact, and of the probable time the work will occupy, so that the Signalman may give any instructions that may be necessary as to the shunting of the Ballast train for other trains. Ballast train discharging or taking up materials on Running Line between two Signal-boxes.

(*b*) The Guard of a Ballast train which has to stop on a Running Line to discharge or take up materials must be accompanied by a Flagman, who must act under his instructions, and who must have been passed as competent by the Traffic or Engineer's Department as the case may be. Guard to be accompanied by Flagman.

(*c*) Except where special instructions are issued to the contrary, a Ballast train may, after doing work in a section, return to the Signal-box in the rear in the wrong direction provided the Driver is in possession of a Wrong Line Order issued by the Signalman at that Signal-box (see Rule

222). If the Wrong Line Order is not issued by the Signalman at the time the train enters the section, the Guard must make arrangements for the Wrong Line Order to be obtained from the Signalman before the time arrives for the train to return.

TRAINS STOPPED BY ACCIDENT, FAILURE, OBSTRUCTION, OR OTHER EXCEPTIONAL CAUSE.

Protection of obstruction.

217—(*a*) Should a train be stopped by accident, failure, obstruction, or other exceptional cause, the Guard or Guards, and the Fireman, must at once ascertain if any other Line or Lines used by trains running in the opposite or in the same direction are also obstructed, and, if so, they must immediately protect the obstruction on those Lines in accordance with Rule 218.

In the event of only one Line being obstructed, the Guard or Guards must, if the Block Telegraph Apparatus is in order, arrange with the Driver as speedily as possible how assistance, if required, shall be obtained, and the train must then be protected in the rear in accordance with Rule 217A, but should the Guard have been advised or be aware that the Block Telegraph Apparatus has failed, the obstruction must be protected before communicating with the Driver.

(*b*) Should the train have arrived at the Home Signal, or any Line be obstructed

within the protection of Home Signals worked from a Signal-box, the Guard or Fireman nearest to the Box must immediately advise the Signalman of the circumstances, and if no train is approaching on the obstructed Line or Lines the instructions contained in Rules 217A, 218 and 219 need not be carried out.

Should, however, a train be approaching on the obstructed Line or Lines the Guard or Fireman must immediately go towards such train exhibiting his Hand Danger Signal and put down Detonators in accordance with Rules 217A, 218 and 219 in addition to advising the Signalman.

Protection of Train when only one Line obstructed.

217A—(*a*) Should the train *not* foul or *not* be dangerously near to any other Line, the Guard if there be only one, or the rear Guard if there be more than one, must go back not less than ¾-mile (unless he arrive at a Signal-box within that distance) exhibiting his Hand Danger Signal to stop any following train, and he must place Detonators upon the obstructed Line, as follows, viz. :—

1 Detonator ¼-mile from his train,
1 Detonator ½-mile from his train, and
3 Detonators, 10 yards apart, not less than ¾-mile from his train.

Should the Guard become aware of a train approaching on the obstructed Line before the Detonators have been laid down as prescribed, he must immediately place 3 Detonators on the Line affected, as far as

possible from the obstruction, and exhibit his Hand Danger Signal.

(*b*) In order as quickly as possible to secure the safety of the Line as well as to obtain assistance and to regulate the working of the traffic, the Guard, after protecting his train by Detonators, as above directed, must, if the Signal-box in the rear of the obstruction be the nearer, go to such Signal-box, continuing to exhibit his Hand Danger Signal, and advise the Signalman of the obstruction.

If it is not necessary for the Guard to go to the Signal-box in the rear he must, except as provided in Rule 219 (*c*), remain at the ¾-mile point exhibiting his Hand Danger Signal to stop any approaching train, until recalled by the Driver sounding the whistle of his engine or by other means.

When Guard recalled.

Should he be recalled either before or after reaching the prescribed distance he must leave on the rail at the point from which he is recalled 3 Detonators, 10 yards apart, and return to his train, taking up on the way any other Detonators he may have put down.

Assistance obtained from the rear.

(*c*) Should assistance be obtained from the Signal-box in the rear, the Guard must ride on the engine of the assisting train, and indicate to the Driver the position of the disabled train.

The assisting train must run at reduced speed, and great caution must be observed by all concerned.

(*d*) Except during foggy weather or falling snow, it will not be necessary for

the Signalman at the Box in the rear of the obstruction to detain the assisting train until the arrival of the Guard of the disabled train at his Box if information has been received from the Signalman at the Box in advance of the obstruction that the Guard is coming back. On receipt of this information the Signalman in the rear may allow the assisting train to enter the blocked section after the Driver has been informed that the Guard of the disabled train is coming back, and he has been instructed to keep a look-out for such Guard. If there is a Tunnel in the blocked Section the Driver of the assisting train must not enter such Tunnel unless the Guard of the disabled train has come back and met the train, or it has been ascertained that the Tunnel is clear.

Assisting engine returning on wrong Line.

(*e*) Should the engine obtained from the rear have to return on the wrong Line, the prescribed Wrong Line Order, in accordance with Rule 222, should be obtained from the Signalman before the assisting engine enters the obstructed section.

Assistance obtained from the front.

(*f*) Should the Signal-box in advance of the obstruction be the nearer, or could be more quickly arrived at, then, in order to advise the Signalmen concerned of the cause of the obstruction, and to arrange for assistance, the engine, if it be able to run forward, must be detached, and the Driver must proceed to the Signal-box in advance, having, if necessary, first obtained from the Guard protecting the train

an order to return on the wrong Line as provided for in Rule 221, clause (*f*). If the engine cannot be used for the purpose, the Fireman must go forward to the Signal-box and advise the Signalman of the circumstances, and, if it has been decided to obtain assistance from the front, and it is necessary for an assisting train or breakdown van train to travel on the wrong Line to the disabled train, the Fireman must take with him a Wrong Line Order from the Driver as provided for in Rule 221, clause (*g*).

Should it be found on arrival of the Fireman at the Signal-box in advance that assistance is not available at that point, but can be given from the rear, the Fireman must at once return with the Wrong Line Order form to the Driver, who must cancel the Order (by writing the word "Cancelled" across it, and the time of cancellation), and send the Fireman back with the "Cancelled" form to advise the Guard that assistance will be given from the rear instead of from the front. The Signalman at the Signal-box in advance must immediately advise the Signalman at the Signal-box in the rear of the circumstances, with a request that an assistant train be sent in from the rear; and on receipt of this information the assisting train may, except during foggy weather or falling snow, be allowed to enter the blocked section in accordance with clause (*d*) of this Rule. The Guard, who is protecting the disabled train, must stop the assisting train and not allow it to proceed

to the rear of the disabled train until he has been advised by the Fireman as to the altered arrangements for rendering assistance, and has seen the Driver's cancelled Wrong Line Order form, which the Fireman must afterwards return to the Driver.

In foggy weather or during falling snow it will be necessary for the Guard, after seeing the Driver's cancelled Wrong Line Order, to proceed as quickly as possible to the Signal-box in the rear, and accompany the assisting train.

Guard not available for protection.

(*g*) Should for any reason the services of the Guard not be available or should the stoppage or failure occur to a light engine, the Fireman must carry out the provisions of this Rule.

When Line or Lines used by trains running in the opposite direction are obstructed.

218—(*a*) Should the train foul, or be dangerously near to, any Line or Lines used by trains running in the opposite direction, in addition to the Guard going back to protect the train in accordance with Rule 217A or clause (*b*) of this Rule, the Driver of the disabled train must *immediately* detach his engine, if it be able to run forward, and proceed with it not less than $\frac{3}{4}$-mile from the obstruction, where the Fireman must place 3 Detonators, 10 yards apart, on any obstructed Line or Lines used by trains running in the opposite direction, and rejoin his engine.

In the course of the journey the Driver must sound his engine whistle, exhibit the necessary Hand Danger Signal, and, in

addition, show a Red Headlight after sunset or during foggy weather or falling snow, in order to stop any train that may be approaching on the opposite Line or Lines. Should the Driver become aware of a train approaching on the obstructed Line or Lines before the Detonators have been laid down as prescribed, his Fireman must immediately place 3 Detonators on the Line or Lines affected as far as possible from the obstruction.

The Driver must then go forward with his engine to the nearest Signal-box, continuing to sound his engine whistle, and inform the Signalman of the circumstances.

If engine disabled Fireman to protect obstruction.

Should the engine be disabled, or should there be any delay in detaching it, the Fireman must at once go forward, exhibiting his Hand Danger Signal, and place Detonators on any obstructed Line or Lines used by trains running in the opposite direction, as under, viz. :—

1 Detonator $\frac{1}{4}$-mile from the obstruction,
1 Detonator $\frac{1}{2}$-mile from the obstruction, and
3 Detonators, 10 yards apart, not less than $\frac{3}{4}$-mile from the obstruction.

Should the Fireman become aware of a train approaching on the obstructed Line or Lines, before the Detonators have been laid down as prescribed, he must immediately place 3 Detonators on the Line or Lines affected, as far as possible from the obstruction, and exhibit his Hand Danger Signal.

The Fireman must then go forward to the nearest Signal-box, continuing to exhibit his Hand Danger Signal, and inform the Signalman of the circumstances.

When adjoining Line or Lines used by trains running in the same direction are obstructed.

(*b*) Should the train foul, or be dangerously near to, any adjoining Line or Lines on which trains travel in the same direction the Guard must (if he is aware that the Enginemen are available to protect the opposite Line if necessary) *immediately* protect such adjoining Line or Lines as well as the Line on which his train was running, in the manner described in Rule 217A.

In such case after the Guard has protected the obstruction in the rear on the Line or Lines affected, he must, if any Line or Lines used by trains running in the opposite direction have been obstructed, satisfy himself that they are protected in accordance with clause (*a*) of this Rule, if necessary returning to his train for this purpose.

Guard not available for protection.

(*c*) Should an accident occur, causing a train to foul any Line or Lines used by trains running in the same or opposite direction, and the services of a Guard not be available, the Driver must *immediately* send his Fireman forward to act in accordance with clause (*a*) of this Rule, and must himself go back or send some other competent person to protect the obstruction in the rear in accordance with Rule 217A or clause (*b*) of this Rule so that the obstruction may be protected in both directions.

Enginemen not available for protection.

(*d*) Should the train foul or be dangerously near to any Line or Lines used by trains running in the opposite direction, and the Driver run forward without being aware of the accident, or should for any reason the service of the Enginemen not be available, the Guard must arrange, if possible, for some competent person to protect the obstruction in the rear, in accordance with Rule 217A or clause (*b*) of this Rule, and go forward himself and protect the Line or Lines used by trains running in the opposite direction as laid down in clause (*a*) of this Rule.

Should no competent person be available, the Guard must, after protecting the obstructed Line or Lines used by trains running in the opposite direction, immediately return and protect the rear of his train as laid down in Rule 217A.

Should an adjoining Line in the same direction be also obstructed he must use his discretion as to which Line he protects first, but must protect all obstructed Lines with as little delay as possible.

Obtaining assistance.

(*e*) If an assisting train or breakdown van train is required to enter the obstructed section, arrangements must be made in accordance with clauses (*c*), (*d*) and (*e*), or (*f*) of Rule 217A, as the case may be.

Protection of train—general. Guard, Driver, or Fireman arriving at Signal Box.

219—(*a*) Should the Guard, Driver or Fireman, as the case may be, in carrying out the instructions in Rule 217A (*a* or *b*), or 218 (*a*, *b*, *c*, or *d*), or clause (*f*) of this Rule *arrive at a Signal-box within or beyond*

the ¾-mile point from the obstruction, he must place 3 Detonators, 10 yards apart, on the obstructed Line or Lines in such a position as to prevent any train entering the obstructed section without passing over the Detonators, and inform the Signalman of the circumstances. The Signalman receiving this information must keep the necessary Signals at Danger to protect the obstructed Line or Lines and advise the Signalman at the Box at the other end of the section of the circumstances.

The man who has *gone to the rear Box* in accordance with Rules 217A (*a* or *b*) or 218 (*b*, *c*, or *d*) must, after carrying out the above instructions, either return to his train, or wait to accompany an assisting train according to circumstances.

The man who has *gone to the Box in advance* in accordance with Rule 218 (*a*) must, after carrying out the above instructions, act under the instructions of the Station-master or Signalman, as the case may be.

Should the man in carrying out the instructions contained in Rule 218 (*d*) *arrive at a Signal-box in advance or in the rear*, he must at once return and protect his train in the other direction, unless he is satisfied that this is being done, in which case he must act under the instructions of the Station-master or Signalman, as the case may be.

The 3 Detonators placed on the obstructed Line or Lines at a Signal-box

must not be taken up until intimation has been received that the obstruction has been removed. Should the Detonators be exploded, they must be renewed by the Signalman.

Signalman to place Detonators on Line.

(*b*) The Signalman receiving the information from the Signalman at the other end of the section must keep the necessary Signals at Danger to protect the obstructed Line or Lines, and place 3 Detonators on the Line as prescribed in clause (*a*) until the obstruction has been removed. Should the Detonators be exploded they must be renewed by the Signalman.

When tunnel or other place intervening where Hand Signal not readily seen.

(*c*) Should the distance of not less than $\frac{3}{4}$-mile prescribed in Rules 217A (*a*) and 218 (*a*) fall within a Tunnel, or close to the mouth of a Tunnel nearest to the obstruction, or in any other position where, owing to the formation of the Line, or to some other circumstance, the Driver of an approaching train would be unable to obtain a good and distant view of the Hand Danger Signal, then the Signal must be exhibited and Detonators must be placed on the Line at the end of the Tunnel farthest from the obstruction, or at such a distance over and above the prescribed distance of not less than $\frac{3}{4}$-mile as may be necessary to ensure the Driver obtaining a good and distant view of such Signal. Before entering a Tunnel the man must place 3 Detonators on the Line, 10 yards apart, at the end of the Tunnel nearest to the obstruction.

(*d*) After the obstruction has been removed the next train to pass through the section on each Line affected must be stopped, the Driver advised of the circumstances, and instructed to travel cautiously through the section. Following train to be stopped and Driver cautioned.

(*e*) Should a train, assisted by a Bank Engine in the rear, be stopped by accident, failure, obstruction, or other exceptional cause, and no other Line or Lines be obstructed, the protection of the train must be carried out by the Guard. Should any other Line or Lines be obstructed the services of the Fireman of the Bank Engine must be utilised as necessary. Protection of train assisted by Bank Engine in the rear.

(*f*) In the case of a Passenger train being stopped by the use of the communication between Passenger, Guard, and Driver, the Fireman must, if there be only one Guard, go back and protect the train whilst the Guard attends to the requirements of the Passenger who used the communication. Should there be two Guards the rear Guard must go back and protect the train in the manner previously described, whilst the front Guard attends to the requirements of the Passenger who used the communication.

220—The Driver on seeing a Green Hand Signal waved slowly from side to side from a Signal-box, must understand that his train is divided, exercise great caution and look out for the rear portion. The Green Hand Signal waved slowly from Train divided.

side to side is also the authority for the Driver to pass the Signal controlling the entrance to the section ahead worked from the Box at which the Green Hand Signal is exhibited should that Signal be at Danger, but when doing so he must understand that the Line ahead is not necessarily clear and that he has been allowed to enter the section for the purpose of avoiding or reducing the force of a collision with the rear portion and must keep a good look-out ahead.

The Green Hand Signal must not be exhibited unless it is intended that the front portion of the divided train should enter the section in advance.

Train or portion of train left on Running Line from accident or failure of engine.

221—(*a*) When a train or portion of a train is left on any Running Line from accident or inability of the engine to take the whole forward, or from any other cause, the Driver must not return for it on the same Line, except as ordered in Clauses (*f*) and (*g*) of this Rule, but must cross on to, and travel along, the proper Line, and must re-cross at the nearest point behind the part left, which he must push before him until convenient to go in front again with the engine. If there be a Cross-over road immediately in front of the train, and the operation can be performed within sight of the Signalman, the Driver may use such Cross-over road for the purpose of attaching his engine in front of the train.

(*b*) In cases where it is necessary to divide a Goods train on an incline, owing to the inability of the engine to take the whole forward, both portions must, where practicable, be worked up the incline with a brake van in the rear. When a train is divided in this way at a Station, or at an intermediate Signal-box, where a portion of the train can be disposed of, it will generally be found most convenient to shunt the front portion of the train into a Siding, and take the rear portion forward first (with the brake van attached in rear) to the next Station or Signal-box where there are means of disposing of it. Dividing Goods trains.

After the first portion of the train has been disposed of, the engine must return on the proper line, with the brake van, for the purpose of working forward the other portion of the train which has been left behind, and the brake van must, in that case, also be attached in the rear.

(*c*) Where a train is divided in a section between two Signal-boxes, a Tail Lamp must not be carried on the engine or last vehicle of the front portion of the train before reaching the Signal-box in advance, where the Driver must stop and inform the Signalman of the circumstances; if the engine or front portion of the train has to pass into the next section, a Tail Lamp must then be placed in the rear. The Signalman must not give "Train out of Section" to the Signal-box in the rear until he has satisfied himself that the whole of the train has arrived. Tail Lamp

After sunset, or in foggy weather or during falling snow, or if the division is made in a Tunnel, the man who divides the train must place 3 Detonators, 10 yards apart, on the Line not less than 100 yards ahead of the portion left behind.

In the case of the train being accidentally divided, the Guard in charge of the rear portion must place 3 Detonators, 10 yards apart, on the Line not less than 100 yards ahead of the portion left behind.

A White Light must be placed on the leading vehicle of the rear portion before that portion is propelled to the Signal-box in advance or drawn back to the Signal-box in rear.

When two Guards with train.

(*d*) When two Guards are employed with the train, the Front Guard (or where both Guards ride in the rear, the Under Guard) must uncouple it, and ride upon the last vehicle of the front portion, or the nearest vehicle thereto that is suitable; the other Guard, after putting on his brake, and securing the last portion of the train so that it will remain stationary, must go back and protect it in accordance with Rule 217A.

When only one Guard with train.

(*e*) When there is only one Guard with the train, the Fireman must uncouple and ride upon the last vehicle of the front portion or the nearest vehicle thereto that is suitable, and he Guard must take the necessary measures to protect the last portion.

When engine has to return on wrong line to rear portion.

(*f*) If it be found necessary to return to the train or rear portion of the train in the wrong direction from the Signal-box in advance the Driver must send his Fireman to the Guard to obtain his written authority to the Signalman at the first Signal-box in advance then open, authorising him to allow the engine to return from that point in the wrong direction (see Form A at end of Rule) and without this authority the Signalman must not allow the engine to return in the wrong direction to its train. The Signalman must retain this Order. After giving such authority the Guard must continue to protect his train in the rear.

In the event of a Bank Engine assisting the train in the rear, the Guard's "Wrong Line" Order must be countersigned by the Driver of that engine.

If the front portion of the train cannot be disposed of at the first Signal-box in advance, and it is necessary for the engine and front portion of the train to proceed to a Signal-box farther ahead, the Driver must, if there is no Crossover road at the first Signal-box, obtain from the Signalman there, before proceeding, a "Wrong Line" Order form C (see Rule 222) to return in the wrong direction from the Box in advance. If, however, there is a Crossover road at the first Signal-box the Driver must return on the proper line of rails to that Signal-box and be there crossed to the line

on which the rear portion of his train is standing, so that the engine shall not travel in the wrong direction farther than is absolutely necessary.

If the train, or rear portion of the train has been left a short distance ahead of a Signal-box and is standing in such a position that the engine returning for it in the wrong direction will have to pass over any points worked from that Signal-box, the Guard before issuing the "Wrong Line" Order, must have it countersigned by the Signalman.

A "Wrong Line" Order form must be issued for each occasion on which it is necessary for the engine to return in the wrong direction as described above.

Train standing on Running Line owing to failure of engine, or from any other cause.

(*g*) When a train is brought to a stand on any Running Line, owing to the failure of the engine, or from any other cause, it may be necessary for the engine coming to the assistance of the train or for the Breakdown Van train, to travel in the wrong direction from the Signal-box in advance. In such a case the Driver of the disabled train must write out an authority on Form B (see end of Rule), for the Signalman at the first Signal-box in advance then open to allow the assistant engine, or the Breakdown Van train, to travel in the wrong direction to the disabled train. The Fireman of the disabled train must hand the written authority to the Signalman, and accompany the assistant engine, or the Breakdown Van train,

to his train, advising the Driver where, and under what circumstances, the disabled train is situated; the Signalman must retain the authority and show it to the Driver before allowing the assistant engine or Breakdown Van train to proceed in the wrong direction. The Driver of the disabled train, after giving the order for the assistant engine or the Breakdown Van train to travel in the wrong direction, must not allow his train to be moved until the assistant engine or the Breakdown Van train arrives, unless satisfactory arrangements have been previously made to prevent the assistant engine or Breakdown Van train from coming in the wrong direction, and his Fireman has returned and handed the "Wrong Line" Order back to the Driver.

If there be no Crossover road at the first Signal-box and it be necessary for assistance to be obtained from the Signal-box farther ahead, the Fireman must, before proceeding to such Signal-box, obtain from the Signalman at the first Signal-box a "Wrong Line" Order form C (see Rule 222) to return in the wrong direction from the Signal-box in advance.

If the train has stopped a short distance ahead of a Signal-box, and is standing in such a position that the assistant engine or Breakdown Van train travelling in the wrong direction will have to pass over any points worked from that Box, the Driver, before issuing the "Wrong Line" Order

must have it countersigned by the Signalman.

A " Wrong Line " Order must be issued for each occasion on which it is necessary for a train to travel in the wrong direction as described above.

Driver not to pass Signal-box without Signalman's permission.

(*h*) The Driver, when returning for the portion of his train that has been left behind, or when pushing such portion of his train, or the Driver of the assistant engine or the Breakdown Van train, as the case may be, must not pass any Signal-box without the permission of the Signalman.

(*i*) If, after a train has become accidentally divided, both portions have been brought to a stand within sight of each other, and there is not a Signal-box near either end of the train, or the train has become accidentally divided ahead of but near to a Signal-box and the Driver requires to set back from a point in the section in advance, the front portion may be set back to the rear portion, provided the two portions can be recoupled, but, before moving, the Driver must send his Fireman to the Guard who is protecting the rear portion for a written authority to set back (see Form D at end of Rule). The Driver must retain this order.

In the event of a Bank Engine assisting the train in the rear, the Guard's " Wrong Line " Order must be countersigned by the Driver of that engine.

If the engine returning for the rear portion in the wrong direction will have

to pass over any points worked from the Signal-box near which the rear portion is standing, the Guard, before issuing the "Wrong Line" Order, must have it countersigned by the Signalman.

To be printed on **Pink** *coloured paper.*

(*Front of Form* A.)

LONDON MIDLAND AND SCOTTISH RAILWAY.

(A supply of these Forms must be kept by each Guard.)

To the Signalman at..... .....Signal-box.

Allow Driver of engine No.....to return in the wrong direction to the remainder of his train standing on the*.....Line at..... I will prevent its being moved until the return of the engine.

Signed ....*Guard.*

,, ...*Bank Engine Driver.*

Date.....19... Time issued..... .m.

Catch Points exist at.....

* *Insert name of line, for example, Main, Fast, Slow, or Goods.*

[*See other side.*

(*Back of Form.*)

Here appears paragraph (*f*) of Rule 221.

To be printed on **Green** *coloured paper.*

(*Front of Form* B.)

LONDON MIDLAND AND SCOTTISH RAILWAY.

(A supply of these Forms must be kept by each Driver.)

To the Signalman at.....*Signal-box.*

Allow an assistant engine or a Break-down Van train to proceed in the wrong direction, as authorised by Rule 221 (see other side), for my train which is stationary on the*.....Line at.....
I will not move my engine in any direction until the arrival of the assistant engine.

Signed.....*Driver.*

Date.....19... Time issued..... .m.

Catch Points exist at.....

* *Insert name of line, for example, Main, Fast, Slow, or Goods.*

[*See other side.*

(*Back of Form.*)

Here appears paragraph (*g*) of Rule 221.

To be printed on **White** *paper.*

(*Front of Form* D.)

LONDON MIDLAND AND SCOTTISH RAILWAY.

(A supply of these Forms must be kept by each Guard.)

Authority for Driver to set back to rear portion of Train accidentally divided, when both portions have been brought to a stand within sight of each other.

To Driver of engine No.....

I authorise you to set back to the rear portion of your train.

Signed.....*Guard.*

Signed.....*Bank Engine Driver.*
(See note † at back hereof.)

Date.....19.... Time issued..... .m.

Catch Points exist at.....

(*Back of Form.*)

Here appears paragraph (*i*) of Rule 221.

NOTE †.—*If there is a bank engine at the rear, this authority must be countersigned by the Driver of that engine.*

Train or portion of train travelling on wrong Line to Signal-box in rear.

222—If, in case of accident, it is necessary for a train, or portion of a train, to return in the wrong direction to the Signal-box in the rear, or for an engine or Breakdown Van train coming to the assistance of a disabled train to travel in the wrong direction to the Signal-box in the rear, or if it is necessary for a Ballast train working in section to return to the Signal-box in the rear, the Guard or Fireman must first go or send some other competent person to the Signalman there, and obtain his permission in writing on Form C. The Driver must not move in the wrong direction until he has received such written permission, and if the engine or train is required to travel from the Signal-box in advance the "Wrong Line" Order must be countersigned by the Signalman at that Box. The Driver must return this Order to the Signalman at the Signal-box at which it was issued.

A "Wrong Line" Order must be issued for each occasion on which it is necessary for a train to travel in the wrong direction as described above, and a separate order must be issued by the Signalman in rear of each section through which the train will pass.

To be printed on **Yellow** *coloured paper.*

(*Front of Form* C.)

LONDON MIDLAND AND SCOTTISH RAILWAY.

(A supply of these Forms must be kept in each Signal-box.)

Authority for Driver to travel in the wrong direction in case of accident, or for a Ballast train to return to the Signal-box in the rear.

To Driver of engine No.....working... .....
train.

I authorise you to travel with your train on the *.....line in the wrong direction to this Signal box.

Signature of.....*Signalman.*

At.....Signal-box.

Time issued..... .m.

Date..... .....19.....

Catch Points exist at.....

Countersigned by..... .....

Signalman at.....Signal-box.

(*See Note † at back hereof.*)

* *Insert name of line, for example, Main, Fast, Slow, or Goods.*

[*See other side.*

(*Back of Form.*)

Here appear Rules 216, clause (*c*), and 222.

NOTE †.—If the engine or train travels from the Signal-box in advance this authority must be countersigned by the Signalman at such box.

When moving in wrong direction.

223—When moving in the wrong direction, as laid down in Rules 221 and 222, the Driver must proceed cautiously, travel at reduced speed, and make frequent use of the engine whistle by giving a series of "pop" whistles.

Catch Points

224—Should Catch Points exist, arrangements must be made for securing them as shown in Rule 236, and Drivers, when authorised to travel in the wrong direction under the circumstances referred to in Rules 221 and 222, must not pass over such Catch Points in the wrong direction, until they have assured themselves that they are held or secured in their proper position for the train to run over them. Signalmen must, before authorising Drivers to run in the wrong direction, remind them of the existence of the Catch Points.

Failure of, or accident to, some part of a train.

225—(*a*) In the event of any failure of, or accident to, some part of a train, it will generally be found desirable to bring the train to a stand as quickly as possible, but whether this course can be taken with safety, and how the stoppage can best be effected, must depend on the nature of the mishap to the train, the weight and speed of the train, the gradients, curves, and other conditions applying to the Line, particularly as regards the position of Points and Crossings. In all cases when the whole of the train remains upon the rails, it must be brought to stand as quickly as possible.

(*b*) If the engine be defective, the sooner the train can be stopped the better. If any of the vehicles be off the rails, the brakes in the rear must be instantly applied, in order that by keeping the couplings tight the disabled vehicles may be kept up and out of the way of the vehicles behind until the force of the latter is exhausted, it being desirable that the front portion of the train should be brought slowly to a stand. The application of the front brakes might result in further damage, and great care must be exercised in their application. In all cases the application of brakes behind a disabled vehicle, or the application by the Guard of the Continuous Brake at the rear of a train, will be attended with advantage, and Rear Guards of trains fitted with the Continuous Brake must apply the Continuous Brake as well as the Hand-brake. If engine defective.

(*c*) In the event of the Rear Guard not promptly applying the brakes when the Driver whistles for them, the Driver must, if his train is fitted with the Continuous Brake, apply the same gradually, and with judgment and care. If Rear Guard does not promptly apply brakes.

(*d*) Should any part of a train on which the Continuous Brake is not in operation become detached when in motion, care must be taken not to stop the front part of the train before the rear portion has either been stopped or is running slowly, and the Rear Guard must promptly apply his brake to prevent a collision with the front portion. If Continuous Brake not in operation.

(*e*) In all cases Drivers and Guards

must act according to the best of their judgment and ability in the circumstances in which they are placed.

Train on fire.

226—Should any vehicle in a train be on fire, the train must be stopped, and, if not protected by Fixed Signals, the Guard must protect it in compliance with Rule 217. The Under Guard, or the Fireman if there be no Under Guard, must detach the vehicles in the rear of those on fire; the burning vehicles must be drawn forward to a distance of fifty yards at least, then uncoupled, and left properly secured, until the fire can be extinguished, to effect which every effort must be made.

WORKING TRAFFIC OF A DOUBLE LINE, OVER A SINGLE LINE OF RAILS, DURING REPAIRS OR OBSTRUCTION.

When any obstruction.

227—(*a*) When it is necessary, during repairs or owing to an obstruction of any kind, to work the traffic in both directions over a Single Line, the following precautions must be adopted :—

Appointment of Pilotman.

Pilotman's Badge.

(i.) A competent person must be appointed as Pilotman, who must wear, round his left arm above the elbow, a distinctive Badge (see end of Rule). Until the regular Badge can be obtained the Pilotman must wear a Red Flag tied round his left arm. No engine must enter upon any portion of

the Single Line without the Pilotman being PRESENT and riding upon the said engine, unless two or more trains are required to follow in the same direction, in which case the Pilotman must order all trains to proceed except the last, upon the engine of which he must ride. In the case of an engine assisting in the rear of the last train, the Pilotman must ride on the assisting engine. If a special engine is supplied for the use of the Pilotman he must, after personally starting the whole of the trains, follow or accompany the last train. When it is necessary for the Pilotman's engine to accompany the last train, it must be attached to the front of that train, but the Pilotman must ride on the train engine. Pilotman to be present.

The Pilotman must show himself to the Signalman at each Box he passes, and to the Fog-signalmen when on duty.

(ii.) Where the Single Line Working terminates at a Junction, as illustrated in the following diagram, and one of the lines is blocked between the Crossover roads at Boxes "A" and "B," or "A" and "C," resulting in trains passing Box "A" to or from the unobstructed route having to pass over or foul a portion of the Line being used as a single Line, or to foul the Crossover road, an additional Pilotman, to be known as the Junction Pilotman, may be appointed in order to avoid Junction Pilotman.

or minimise delay to trains passing over the unobstructed route :—

The Pilotman referred to in paragraph (i.) will then be called the Section Pilotman, and be responsible for the passing of trains over the Single Line except between the Home (or Starting) Signals immediately protecting the Junction and the Crossover road at the Junction.

The Section Pilotman must instruct the Driver of every train passing over his section of the Single Line towards the Junction not to pass the Home (or Starting) Signal protecting the Junction (or the Hand-signalman where one is provided) until verbally instructed to do so by the Junction Pilotman.

The Junction Pilotman will be responsible for piloting all trains coming from, or going to, the Single Line controlled by the Section Pilotman, or personally authorising the Drivers of such trains to proceed, and for authorising all shunting operations within the Junction Signals.

In order to assist the Junction Pilotman, the person arranging Single Line working must, as soon as possible, appoint a Hand-signalman in cases where the Home (or Starting) Signal immediately protecting the Junction does not prevent a train which is approaching over the Single Line in the wrong direction from fouling any other Line, Crossing, or Siding connection, which may require to be used.

The Section Pilotman and the Junction Pilotman must confer with each other when necessary.

Unless a Junction Pilotman is appointed the Pilotman referred to in paragraph (i.) must also control the movement of all trains running upon or fouling the portion of Single Line at the Junction.

The Junction Pilotman must wear two red armlets on the left arm, one above and one below the elbow. Until the regular badges can be obtained he must wear two red flags in place of the armlets.

Additional precautions.

(*b*) In addition to the foregoing precautions, three Detonators must be placed at both ends of the Line obstructed, a quarter of a mile from the point where Single Line Working commences, and a Red Flag by day, and a Red Light by night, or in foggy weather or during falling snow, must also be placed on the blocked Line near to the Detonators.

The Detonators must be placed on each side of the obstruction as shown in the diagram on page 199. When the distance

from the obstruction to the Crossover road is less than a quarter of a mile, the Detonators must be placed as far from the obstruction as circumstances permit.

A Hand-signalman must also be placed outside the Distant Signal applicable to the Line upon which Single Line Working is in operation, and he must place two Detonators on the rail for each approaching train, and exhibit a Red Hand Signal.

EXCEPTION.—*When a Junction Pilotman is appointed, a Hand-signalman must not be employed at the Distant Signal worked from the Junction Box, but during foggy weather or falling snow the usual Fog-signalling arrangements must be carried out in connection with such Signal.*

The Home (or Starting) and Distant Signals applying to the obstructed Line to the rear of the Crossover road over which trains pass from the Single Line to their proper Line of rails, must be kept at Danger during Single Line Working, and Drivers must not pass such Home (or Starting) Signal unless instructed to do so either verbally or by Hand Signal.

The Home (or Starting) Signal applying to the Line being worked as a Single Line may be worked for trains leaving the Single Line on their proper Line of rails, but at a Junction where a Junction Pilotman is appointed the Signalman must, before lowering such Signal, obtain the permission of the Junction Pilotman.

During foggy weather or falling snow the Fog-signalman for the Distant Signal of the obstructed Line at Box B, instead of placing Detonators on the right Line, must place them for each train in the wrong direction on the Line which is being used as a Single Line opposite the usual Fogging place for the right Line, in order that Drivers approaching the facing Crossover road may be duly advised of their position. The Pilotman must instruct the Fog-signalman regarding this.

If a fog or snowstorm occurs when Single Line Working is in operation, the Fog-signalman must, when commencing duty, be informed by the Signalman of the circumstance, and instructed to act in accordance with the preceding clause, and until he arrives at his post all Drivers must be specially warned by the Pilotman that the Fog-signalman has not arrived at his post.

(*c*) If the obstruction has been caused by a disabled train or engine, no portion of the train or the disabled engine must be allowed to foul the Crossover road at either end of the Single Line Working unless the Pilotman is present.

(*d*) Before Single Line Working is put in operation, the Signalman at each end of the Single Line must, when practicable, advise the Signalman at the Box in the rear, and the latter must, except as shown on the following page, stop each train proceeding in the direction of the Single Line Working, inform the Driver of the circumstances,

and instruct him to proceed cautiously, the trains being accepted by the Signalmen at each end of the Single Line in accordance with Regulation 5 of the Block Telegraph Regulations.

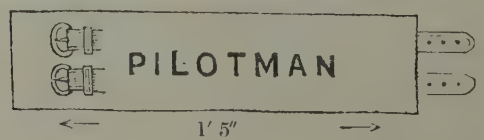
Signalling of trains when Junction Pilotman appointed.

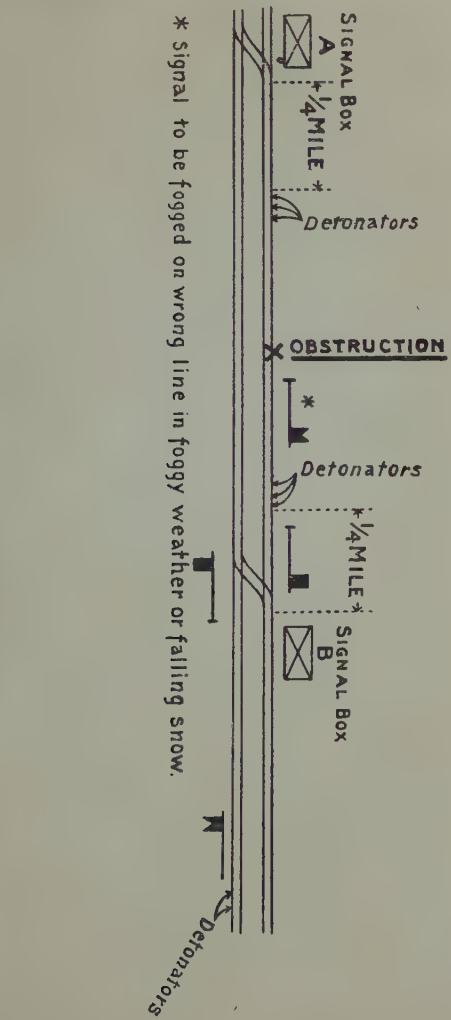
When a Junction Pilotman is appointed no train must be accepted from any direction by the Junction Signalman unless the Line be clear in accordance with Block Telegraph Regulation 4, and no other train be signalled on the Block Telegraph or by Fixed or Hand Signals to cross or foul the Line over which the approaching train has to run. Trains approaching the Junction from a direction in which Single Line Working is not in operation need not be stopped and warned at the Box in the rear.

Understanding between Junction Pilotman and Junction Signalman.

The Junction Signalman, before accepting a train or permitting a movement to take place over or to foul any portion of the Single Line controlled by the Junction Pilotman, must have a complete understanding with the Junction Pilotman and satisfy himself that any train which has been brought to a stand at any of the Signals protecting the Junction is well clear of any other Line or Crossing.

NOTE.—*The distinctive Badge must be a Red Armlet with the word "Pilotman" shown thereon in white letters, thus —*




SIGNAL BOX A
¼ MILE *
Detonators
OBSTRUCTION
*
Detonators
* ¼ MILE *
SIGNAL BOX B
Detonators
* Signal to be fogged on wrong line in foggy weather or falling snow.

Limit of Single Line Working.

228—Single Line Working should be confined to points at which there are Fixed Signals, with a Crossover road, and at all times to the shortest length possible; but in the event of a Crossover road not protected by Fixed Signals being used for Single Line Working, a competent man, with the necessary Signals, must be placed at least three-quarters of a mile beyond the Crossover road to signal in place of the Distant Signal, and another man (similarly provided) at the Points to signal in place of the Home Signal. Should the distance of three-quarters of a mile fall within a Tunnel, or close to the mouth of a Tunnel nearest to the obstruction, or in any other position where, owing to the formation of the Line, or to some other circumstance, the Driver of an approaching train would be unable to obtain a good and distant view of the Signal, then the Signal must be exhibited at the end of the Tunnel farthest from the Crossover road, or at such a distance over and above the prescribed distance of three-quarters of a mile as may be necessary to ensure the Driver obtaining a good and distant view of such Signal.

When Crossover road, where there are no Fixed Signals, is used.

When Hand-Signal at ¾ mile cannot be plainly seen by Driver.

Arrangements for Pilot-working.

229—(*a*) If the Speaking Telegraph or Telephone communication is available, the Station-masters or other responsible officials at both ends of the obstructed Section must communicate with each other by telegraph or telephone, and agree as to who shall arrange for Pilot-working, and also, where the Single Line Working terminates at a

Junction, whether or not a Junction Pilotman is required.

(*b*) It will generally be found most expeditious for the Station-master or other responsible official in advance of the obstruction to undertake the arrangements, as he will have the proper Running Line clear on which the Pilotman with the Forms can make his first journey by train or trolley if either is available. Under no circumstances must a train or trolley be allowed to run over the Single Line *in the wrong direction* until the Pilotman holds upon his Form the signatures of the Signalman at each end of the Single Line Section, and also at any intermediate Signal-box.

Forms to be used.

(*c*) A sufficient number of the Forms (see pages 213 to 216 for specimen Forms) provided for the purpose of establishing Single Line Working must be filled up and signed by the Station-master or person arranging the Single Line Working. One of these, signed by the Pilotman, he must deliver, in the presence of the Pilotman, to the Signalman in charge of the Crossover road at which the Single Line Working commences; one signed by the Signalman must be handed to the Pilotman, who must also sign it, and the remainder must be conveyed by the Pilotman to the other end of the Section which has to be worked as a Single Line. On his way the Pilotman must verbally inform the persons in charge of Level Crossings, Undermen, and any other men at work on the Line, that Single Line Working is about to be commenced and

which Line will be used; he must also leave a copy of the Form (signed by himself) with the person in charge of any intermediate Signal-box or Station then open between the points between which Single Line Working is about to be put into operation, and each of such persons must sign the Form held by the Pilotman. On his arrival at the other end of the Single Line Section the Pilotman must deliver a copy (signed by himself) to the Station-master or person in charge, and another (also signed by himself) to the Signalman on duty, each of whom must also sign the Form held by the Pilotman. Trains may then be allowed to pass to and fro on the Single Line by the permission and under the control of the Pilotman. Where the Crossover road at each end of the Line to be worked as a Single Line is under the control of one Signalman, these instructions must be observed, except that the Single Line Form will be issued to one Signalman instead of to two.

If a Junction Pilotman is appointed all the Forms used must be the Pink Forms (see pages 215 and 216 for specimen); the Junction Pilotman must sign the Forms held by the Section Pilotman, the Junction Signalman and the Station-master or person in charge at the Junction, and they must sign the Form held by him. If Single Line Working has been established by the issue of the White Forms (see pages 213 and 214 for specimen), and it afterwards becomes necessary to appoint a Junction Pilotman, these Forms must be withdrawn and sub-

stituted by the Pink Forms (see pages 215 and 216 for specimen). The Section Pilotman must deliver the fresh Forms and obtain the necessary signatures, and he must at the same time withdraw the old Forms. The issue of the new Forms must only be done by the person who arranged the Single Line Working, to whom the Section Pilotman must afterwards deliver the old Forms.

(*d*) When a Station-master himself acts as Pilotman he must also address and give a copy of the Form to the person he leaves in charge of his Station.

(*e*) Should any intermediate Signal-box or Station be opened after Single Line Working has been commenced, the Pilotman must, as soon as practicable, advise the person in charge of such Signal-box or Station that Single Line Working is in operation, and obtain his signature on the Form in the usual way. He must also hand to the Signalman or Station-master a copy of the Single Line Working Form.

Telegraph or telephone messages.

(*f*) All Telegraph or Telephone messages sent or received in connection with the arrangements for working Single Line must be written on the usual message forms, and Telephone messages must be repeated back by the receiving Station, copies of the messages being afterwards forwarded to the Superintendent.

Suspension of Block Telegraph Working.

230—(*a*) When Single Line has to be worked, and it is necessary to suspend Block Telegraph Working, this must be done only by the person who arranges the Single Line

Working, by an order in writing on the Single Line Working Form, but in foggy weather or during falling snow, or when a Tunnel intervenes, or the gradients are heavy on the Section of the Line where the traffic has to be worked on a Single Line, Block Telegraph Working must be maintained on such Section, the Up trains being signalled on the Up Line Block Telegraph Circuit, and the Down trains on the Down Line Block Telegraph Circuit, or the Pilotman must accompany every train passing over the Single Line. Block Telegraph Working must be maintained in all directions when a Junction Pilotman is appointed.

In foggy weather or during falling snow, or where Tunnel intervenes, or gradients heavy, Block Telegraph Working to be maintained.

(*b*) When Block Telegraph Working has to be maintained, and the Block Indicator is at the "Train on Line" position for the train which has caused the obstruction, the Signalman at the Box in advance of the obstruction must, in order that the Block Signalling of trains in both directions on the Single Line may be carried on as laid down in the foregoing paragraph, liberate the Block Indicator in accordance with the following instructions :—

Block Indicator to be liberated.

(i.) When the Station-master in advance of the obstruction arranges Single Line Working, and the necessary Form has been conveyed to the Signalman in the rear, the Signalman in the rear must, provided the train, if the Pilotman has been conveyed by train, has arrived complete, give the "Train out of Section" signal, and

the Signalman in advance of the obstruction, after acknowledging such signal, must release the Block Indicator for the Line which is obstructed.

(ii.) If the Pilotman is not conveyed through the Section by train, he must, when the arrangements for commencing working Single Line have been completed, instruct the Signalman at the Box in the rear of the obstruction to so inform the Signalman at the Box in advance ; the latter Signalman must then release the Block Indicator for the obstructed Line.

(iii.) When the Station-master in the rear of the obstruction arranges Single Line Working, and the necessary Form is conveyed to the Signalman in advance of the obstruction, the Pilotman, when handing the Signalman the Form, must request him to release the Block Indicator for the train which caused the obstruction.

NOTE.—*Clause (b) is not applicable to Lines worked on the Lock and Block System.*

Driver and Guard or Guards of train about to enter upon Single Line to be informed that Single Line is being worked.

231—(*a*) No train must be allowed to enter upon the Single Line without the Driver and Guard or Guards having first been informed by the Pilotman that Single Line is being worked, and the points between which it is in operation.

EXCEPTION.—*When a Junction Pilotman is appointed, and a train only requires to pass over or foul a portion of the Single Line controlled by such Junction Pilotman,*

the Signals may be lowered and the train allowed to pass without being stopped for this purpose.

Two or more trains following.

(*b*) When two or more trains are allowed to follow in the same direction, and Block Telegraph Working is suspended, the Driver of each following train must be told by the Pilotman what interval of time has elapsed since the preceding train left.

Signalmen to know Pilotman.

232—(*a*) The Signalman at each end of the Single Line must know the man appointed as Pilotman, and, except as provided in exception to Rule 231 (*a*),

Signals applicable to trains entering upon Single Line.

must keep at Danger the Signals applicable to trains entering upon the Single Line until both Lines are safe, and the ordinary working of the traffic is resumed; but Drivers may pass the Signals at Danger when so instructed by the Pilotman.

Working of Signals at intermediate Boxes.

(*b*) When Block Working is maintained the Fixed Signals at intermediate Boxes must (except where the Lock and Block System of Train Signalling is in operation), be worked for trains passing over the Single Line in both directions. Where the Lock and Block System is in force, or when Block working is suspended, the Fixed Signals must be kept at Danger and the Signalman must hand-signal the Driver past the Signals when the Line is clear for the train to proceed.

Pilotman to obtain Signalman's permission before allowing train to enter Single Line.

(*c*) When Block Telegraph Working is maintained the Pilotman must obtain the permission of the Signalman before allowing a train to enter upon the Single Line.

(*d*) When Block Working is to be maintained during Single Line Working and Track Circuiting is provided in either the blocked Line or the Line to be used as a Single Line, the Lineman must, except where instructions are issued to the contrary, be requested in writing by the person arranging Single Line Working to disconnect the control of the Track Circuit over any Intermediate Box Signals and over the Block Indicator if either of the following conditions obtain :—

(1) The Signals which require to be worked are locked by the occupation of a Track Circuit in the blocked Line.

(2) The Block Indicator is likely to be wrongly placed to the "Train on Line" or normal position by a train travelling in the wrong direction over a Track Circuit provided in the Line used as a Single Line, or wrongly maintained at "Train on Line" or normal position by the occupation of the blocked Line.

If it is necessary to commence Single Line Working before the arrival of the Lineman and the Block Indicators are thus affected, the provisions of Block Telegraph Regulation 25 must be observed.

Before Double Line Working is resumed the control of the Track Circuit on any Signals worked from an Intermediate Signal-box, and over the Block Instruments, must be restored.

Transfer of passengers when both Lines are blocked.

233—(*a*) When both Lines are blocked and it becomes necessary to work trains up to the obstruction on both sides, for the transfer of passengers or any other purpose, Single Line Working must be arranged on both sides, between the nearest Crossover road and the obstruction, a Pilotman being appointed to act on each side in accordance with these regulations.

Obstruction to be protected.

(*b*) Two competent men, provided with the necessary Hand Signals and Detonators, must be appointed to protect the obstruction, one on each side.

Forwarding of passengers.

(*c*) After making the necessary arrangements for the safety of the passengers and trains, it will be the duty of the Guards and Drivers (if no superior officer be present) to arrange for the passengers being forwarded as soon as possible, acting in strict accordance with these Regulations.

When one Line is cleared.

(*d*) When one Line is cleared, arrangements must be made for Single Line Working between the Crossover roads on each side of the obstruction. Both Pilotmen must proceed with the first train over the Line which has been cleared, and the person who is appointed Pilotman for that Line must withdraw all the Single Line Forms previously in use at the same time that he delivers the new Forms.

Speed of trains.

234—Trains when working over the Single Line must be run cautiously and at reduced speed, and Drivers must make frequent use of the engine-whistle by

giving a series of "pop" whistles. When passing through a Tunnel, or after sunset or in foggy weather or during falling snow they must carry a Red Head Light.

EXCEPTION.—*Where a Junction Pilotman is appointed, the portion of this rule relating to the Red Head Light will not apply to trains only requiring to pass over or foul that portion of the Single Line controlled by the Junction Pilotman.*

Points which become Facing Points to be held or secured.

235—(*a*) All Points, which become Facing Points to trains running over the Single Line, must either be held by a competent man appointed to the duty, or so secured as to enable the trains to pass safely over them.

Speed not to exceed 10 miles per hour and Drivers to look for Hand Signal

(*b*) Trains must not travel over such Points at a greater speed than 10 miles per hour, and Drivers must be prepared to act on any Hand Signal which may be given them before passing over the Points.

Catch Points

236—(*a*) Where there are Catch Points, Station-masters, Signalmen, and others must take care, before Single Line Working is put in operation over such Catch Points, that a man provided with proper Signals is placed at them, with special orders to remain there, and to hold them properly closed or see that they are firmly secured for the safe passage of each facing train, until the order for Single Line Working has been withdrawn, and Double Line Working resumed.

(*b*) When a train is approaching Catch Points in the facing direction, the man at the Points must, when they are right for the train to pass over them, give the Driver a Green All Right Signal held steadily in the hand.

(*c*) The Pilotman must satisfy himself that the Driver is aware of the position of the Catch Points.

Driver to satisfy himself that Catch Points are in proper position.

237—Drivers must not when working Single Line, as above, pass any Catch Points in the facing direction until they have assured themselves that they are in the proper position for their trains to run over; nor, where a man is employed at the Catch Points, until they have received a Signal to do so from the man at the Points.

Change of Pilotman.

238—(*a*) Should the Pilotman give up the working to another, fresh Forms must be issued, on which the name of the new Pilotman must be inserted. The fresh Forms must be delivered by the new Pilotman and substituted for the old Forms, and the necessary signatures obtained on the fresh Forms. He must at the same time withdraw the old Forms.

The issue of the new Forms must only be done by the person who arranged the Single Line Working, to whom the new Pilotman must afterwards deliver the old Forms.

(*b*) After one Pilotman has been relieved by another, the Pilotman who has been relieved must not ride upon any engine until he resumes duty as Pilotman.

(*c*) Should the Signalmen be changed during the time Single Line Working is in operation, the man coming on duty must be made acquainted, by the man going off duty, with the arrangement in force. When the Pilotman is at that end of the Section, the Signalman must countersign the form held by the Pilotman before taking charge of the Signal-box. Signalmen changing duty.

When the Pilotman is not at the end of the Section at which the Signalmen are changing duty, the Signalman coming on duty must, before taking charge, sign the Single Line Working form then in the Signal-box in the presence of the Signalman going off duty, and the Signalman going off duty will be held responsible for seeing this is done.

When commencing Single Line Working the Pilotman must ascertain the time at which the Signalmen change duty and arrange for those coming on duty later to sign the Single Line Working form held by him, at the first opportunity.

239—(*a*) When the Line is clear, all the Forms issued for the Single Line Working must be collected by the Pilotman, and afterwards sent to the Superintendent. Resumption of Double Line Working.

For the purpose of collecting the Forms the Pilotman may use, in the proper direction, the Line which had been obstructed. He must, however, before taking a train over that Line, have a clear understanding with all concerned.

Pilotman to accompany first train passing over Line.

(*b*) The Pilotman must accompany the first train passing over the Line on which the obstruction existed, and when Block Working has been maintained such train must be signalled on the Block Instrument. When Block Working has been suspended, the first train travelling over the Line which has been obstructed, and the last train travelling over the unobstructed Line under Single Line Working conditions must be dealt with by the Signalman in the same manner as the last train allowed to proceed through a section in which there has been a failure of the Block Instruments. (See Block Telegraph Regulation 25.)

(Form referred to in Rule 229, clause (c)).

LONDON MIDLAND AND SCOTTISH RAILWAY.

SINGLE LINE WORKING DURING REPAIRS OR OBSTRUCTION.

.....*Station.*

.....19...

The.....Line being blocked between .....and....., all Traffic will pass between those two places on the.....Line.

.....will act as Pilotman, and no train must be allowed to pass on to the Single Line unless he is present and personally orders the train to start.

Block Telegraph Working must be..... (*Insert "Maintained" or "Suspended," as the case may be.*)

This order is to remain in force until withdrawn by the Pilotman.

Catch Points exist at....., and arrangements have been made for working as directed in Rule 236.

(*If no Catch Points exist, erase this clause.*)

(Signed).. .....

To.....

[*Continued.*

	TIME.
Noted by.....at.....	.....
Noted by..... .....at	.....
Noted by.....at.....	.....
Noted by..... .....at.....	.....
Noted by.....at.....	.....
Noted by.....at.....	.....

Noted by.....Pilotman.

The Pilotman must sign all the Forms issued, and the Form retained by him must bear the Signatures of every person to whom a copy of the Form is distributed.

Twelve of these Forms must be kept in a convenient place at each Station and at every Signal-box where there is a Crossover road, so as to be available at any moment, night or day.

Before Single Line Working is commenced, a copy of this Form must be signed by the Signalman and person in charge at each end of the Single Line, and at each intermediate Signal-box or Station, and be kept by the Pilotman, who must see that each of the men signing the Form retains a copy for himself.

In the event of a Station-master himself acting as Pilotman, he must address and give a copy of the Form to the person he leaves in charge of his Station.

Station-masters and persons in charge receiving this Form will be held responsible that the Inspectors, Signalmen, and others concerned at their Station are immediately made acquainted with the circumstances, and are instructed in their necessary duties.

To be printed on **Pink** *paper.*

(*Form referred to in Rule* 229, *clause* (c).)

LONDON MIDLAND AND SCOTTISH RAILWAY.

SINGLE LINE WORKING DURING REPAIRS OR OBSTRUCTION WHERE A JUNCTION PILOTMAN IS APPOINTED.

.....*Station.*

.....19....

The.....Line being blocked between .....and....., all Traffic will pass between these two places on the.....Line.

.....will act as Section Pilotman between the* ..... Signal protecting the Junction at....., and no train must be allowed to pass on to the Single Line between these points unless he is present and personally orders the train to start.

.....will act as Junction Pilotman for trains coming off or going on to the Single Line controlled by the Section Pilotman, so far as the portion of Single Line between the Signal immediately protecting the Junction and Crossover Road at..... .....Junction Box is concerned, and no such train or engine must proceed unless accompanied or personally ordered by the Junction Pilotman. The Junction Pilotman must have a clear understanding with the Junction Signalman before instructing a Driver to pass any Signal immediately protecting the Junction.

The Section Pilotman and Junction Pilotman must confer with each other when necessary.

[*Continued.*

Block Telegraph Working is in operation.

This order is to remain in force until withdrawn by the Section Pilotman.

Catch Points exist at....., and arrangements have been made for working as directed in Rule 236.

If no Catch Points exist erase this clause.

(Signed) .....

To.....

	TIME.
Noted by.....at.....	.....
Noted by.....at.....	.....
Noted by.....at.....	.....
Noted by.....at.....	.....
Noted by.....at.....	.....
Noted by.....at.....	.....

Noted by.....Section Pilotman.

Noted by.....Junction Pilotman.

* *Insert particulars of Crossover Road and Signal, or Signals, between which the Section Pilotman will work.*

The Section Pilotman must sign all the Forms issued, and the Form retained by him must bear the signatures of every person to whom a copy of the Form is distributed.

Twelve of these Forms must be kept in a convenient place at each Station and Signal-box where it may be necessary to arrange for a Junction Pilotman, so as to be available at any moment, night or day.

A copy of this Form must be signed by the Signalman and person in charge at each end of the Single Line, and at each Intermediate Signal-box or Station and by the Junction Pilotman, and be kept by the Section Pilotman, who must see that each of the men signing the Form retains a copy for himself.

In the event of a Station-master himself acting as Section Pilotman, or as Junction Pilotman, he must address and give a copy of the Form to the person he leaves in charge of his Station.

It will only be necessary for the Junction Pilotman to sign the Forms held by the Junction Signalman, Section Pilotman and the Station-master or person in charge of the Junction; and the Station-master or person in charge of the Junction, the Junction Signalman and Section Pilotman must sign the Form held by the Junction Pilotman.

Station-masters and persons in charge issuing or receiving this Form will be held responsible for seeing that the Inspectors, Signalmen, and others concerned at their Stations are immediately made acquainted with the circumstances, and are instructed in their necessary duties.

PERMANENT-WAY AND WORKS.

Men in charge to be provided with Regulations and Working Time-table.

240—The District Inspector of Permanent-way or of Works must take care that every Ganger, or Sub-Ganger under his control, is provided with a copy of the current Working Time-table, the Appendix thereto, where issued, and the Weekly and any other Notices of the Working arrangements, and that each Ganger, Sub-Ganger, and Underman is provided with a copy of these Rules and Regulations.

Men to be provided with copy of Rules.

Rules to be read and explained to men.

241—Each Ganger or Sub-Ganger, and every man engaged on the Permanent-way or Works affecting the Running Lines, must constantly have with him when on duty a copy of these Rules and Regulations, which he must produce when required. The Ganger or Sub-Ganger in charge must read and explain, or cause to be read and explained, the Rules and Regulations, so far as they relate to his duties, to every man who is employed in his Gang, both at the time he first comes to work under him and at least twice a year afterwards. Each man to whom the Rules and Regulations are so read and explained must sign a declaration to that effect, which must be sent to the Permanent-way Inspector of the district.

Observance of Rules.

242—The Inspectors of Permanent-way and of Works must take care that all Rules and Regulations are observed, and report any departure from them to the District Engineer.

Inspectors to have register of names and addresses of men.

243—Each Inspector must have a register of the names and places of residence of all the men employed in his district, so that in case of accident he may be enabled to summon them immediately to assist in any way that may be required. Should any obstruction take place, caused by snow, frost, slips, or other sudden emergency, he must immediately collect the number of men required.

To summon men in emergency.

Lamps and Signals to be supplied.

244—(*a*) Each Gang of Undermen must be supplied by the Inspector of Permanent-way for the district with two Red and two Green Flags, two Hand Signal Lamps, and a proper number of Detonators. Each Ganger will be held responsible for having his Signals constantly in proper order and ready for use. The Flags must be used during daylight, the Lamps after sunset and in foggy weather or during falling snow, and the Detonators whenever necessary to attract the attention of Drivers.

Meaning of Signals.

(*b*) The Red Signal indicates Danger, and except as shown below, must be used only when it is necessary to stop a train.

Exceptions—

1. To indicate to Driver during foggy weather or falling snow that the Distant Signal is at danger—Rules 76 (*c*) and 81.

Red Light or Red Flag held steadily in the hand by Fog Signalman at Distant Signal.

2. To indicate to Driver that Single Line Working is in operation—Rule 227 (*b*).	Red Light or Red Flag held steadily in the hand by Flagman at Distant Signal applicable to the line upon which Single Line Working is in operation.
3. To indicate to Driver that Distant Signal is defective and cannot be placed at danger—Rule 73 (*i*).	Red Light or Red Flag held steadily in the hand by Flagman at Distant Signal.

(*c*) The Green Signal waved slowly from side to side by Undermen indicates that trains must reduce speed to fifteen miles an hour, or such other speed as may be prescribed over the portion of Line protected by such Green Signal.

When speed has to be reduced where vehicles are slipped.

(*d*) If it become necessary that the speed of trains should be thus reduced when approaching a Station where it is appointed for vehicles to be slipped, the Ganger must advise the Station-master at such Station, and, until the speed restriction can be withdrawn, the Station-master must, unless instructions are issued to the contrary, arrange for the Fixed Signals to be kept at Danger to stop the trains which ordinarily slip vehicles at his Station; he must also, if time permit, advise the Station-master at the last stopping Station that the train must be stopped instead of the carriages being slipped.

Undermen to rely on own Signals for protection.

245—Undermen and others at work on the Line must rely upon their own Signals for the protection of themselves and the traffic.

Under certain circumstances, however, as laid down in Rules 247, 251, 254, and 255, they are, in addition, to avail themselves of the Fixed Signals.

Trolley—use of and securing.

246—A Trolley must not be placed on the Line unless the Ganger or other man in charge of the Undermen for the time being is present, and he will be held responsible for seeing it is properly used and protected. It must not be attached to a train, and when not in use must be taken off the rails, placed well clear of the Line, and the wheels secured with chain and padlock or by other authorised means.

Trolley—placing on Running Line and protecting it

247—(*a*) Before a Trolley is placed on the Line a competent Flagman must be appointed by the Ganger, or other man in charge of the Gang for the time being, to protect it by placing three Detonators on the Line ten yards apart and exhibiting a Hand Danger Signal. The Flagman must be stationed three-quarters of a mile from the point at which the Trolley is placed on the Line, except as provided for in clauses (*c*), (*f*), (*h*), and (*i*).

(*b*) Before a Trolley is placed on the Line between a Distant and Home Signal worked from a Signal-box, or within a quarter of a mile in advance of the Home Signal, or between the Home Signal and Starting or Advanced Starting Signal, applicable to the Line about to be obstructed, the permission of the Signalman must be obtained

by the Ganger or other man in charge of the Gang for the time being.

(*c*) Before a Trolley is placed on the Line in advance of a Home Signal, and less than three-quarters of a mile from the Signal-box, the Flagman must be stationed at the Signal-box and remain there until the Trolley has gone forward three-quarters of a mile from the Box, or has been removed from the rails.

(*d*) Before a Trolley is placed on the Line between a Distant and Home Signal worked from a Signal-box, or outside a Distant Signal, the Flagman must be stationed a distance of not less than three-quarters of a mile in the direction from which a train may approach.

(*e*) Before a Trolley is placed on a Single Line of Railway the Ganger or other man in charge of the Gang for the time being must, unless he is in possession of a Train Tablet or Staff, arrange for it being protected by competent Flagmen in both directions.

(*f*) Should the distance of not less than three-quarters of a mile fall within a Tunnel, or close to the mouth of a Tunnel nearest to the point where the Trolley is to be placed on the Line, or in any other position where the men in charge of an approaching train would be unable to obtain a good and distant view of the Hand Danger Signal, the Signal must be exhibited, and three Detonators must be placed on the Line, ten yards apart, at the end of the Tunnel

farthest from the point where the Trolley is to be put on, or at such a distance over and above the prescribed distance of three-quarters of a mile as may be necessary to ensure the men in charge of an approaching train obtaining a good and distant view of such Signal.

(*g*) Before a Flagman, when going out to protect a Trolley, enters a Tunnel, he must place three Detonators on the Line, ten yards apart, at the end of the Tunnel nearest the point where the Trolley is to be put on the Line.

(*h*) If the Flagman, when going out to protect a Trolley in accordance with clauses (*c*), (*d*), and (*e*) should arrive at a Signal-box before he has reached a distance of three-quarters of a mile he must inform the Signalman what is about to be done and request him to keep his Signals at Danger to protect the Line about to be obstructed. He must remain at the Signal-box, put down three Detonators, ten yards apart, and exhibit a Hand Danger Signal until the Trolley has gone forward three-quarters of a mile from the Signal-box, or has been removed from the rails. The Signalman must keep his Signals at Danger until the Trolley is removed from the rails, or the Flagman following it has proceeded a quarter of a mile from the Signal-box or has passed the Starting or Advanced Starting Signal where such exist.

(*i*) If the Flagman when at the Signal-box or when out three-quarters of a mile from the Trolley, cannot be seen from the

Trolley, one or more intermediate Flagmen must be stationed as may be necessary for the purpose of keeping the Distant Flagman acquainted with the position of the Trolley.

(*j*) When a Trolley is upon any Running Line, a Danger Signal must be placed upon it so as to be distinctly seen by the men in charge of approaching trains.

Trolley—running on Line and protecting it

248—(*a*) When a Trolley is run empty or used for conveying materials or men along the Line, it must be taken in the same direction as the trains run and must carry a Danger Signal so as to be distinctly seen by the men in charge of approaching trains. The Flagman employed to protect the Trolley in accordance with Rule 247, clauses (*c*), (*d*), (*e*), and (*h*), must, when the Trolley has proceeded on its journey, take up the Detonators and (except as provided in Rule 249) follow it at a distance of not less than three-quarters of a mile, exhibiting a Hand Danger Signal. Should the Flagman observe any train approaching on the Line on which the Trolley is running, he must at once place three Detonators on the Line, ten yards apart, and continue to exhibit a Hand Danger Signal. If necessary intermediate Flagmen must be employed as provided for in Rule 247, clause (*i*).

(*b*) In the case of a Trolley reaching a Junction in the trailing direction or crossing from one Running Line to another so that the Flagman following the Trolley cannot, until he arrives at the Signal-box, afford

protection on all Lines on which trains may approach the Trolley, the Ganger or man in charge must inform the Signalman and place a second Flagman at the Box, who must act in accordance with Rule 247, clause (*h*), until the Flagman following the Trolley has arrived at the Signal-box and relieved him, when he may rejoin his Gang.

(*c*) Except as provided in clause (*d*) of this Rule, when a Trolley is being run on a Single Line, it must be protected in both directions. The speed of the Trolley must be so regulated from the point where it is placed on the Line to the point of its removal, as to allow the Flagmen to maintain the prescribed distance.

(*d*) When a Trolley is being run upon a Single Line and the Ganger, or other man in charge of the Gang for the time being, is in possession of a Tablet or Staff, or when a Trolley is being used for the conveyance of a Pilotman through the section owing to the failure of the Electric Train Tablet or Electric Train Staff Apparatus, it will not be necessary to protect it by a Flagman in either direction.

(*e*) Before leaving or passing any place where there are Fixed Signals, or fouling any Junction, the man in charge of the Trolley must advise the Signalman of the destination of the Trolley and of the work to be done, and must not proceed until the Signalman's permission has been obtained.

(*f*) Should a Signalman, after lowering the Signals for a train, observe a Trolley

approaching on the same Line in advance of the train, he must at once place the Signals to Danger and so maintain them until the Trolley has been removed from the Running Line or the protecting Flagman has passed the Box in accordance with Rule 247, clause (*h*).

Trolley going into or through Tunnels.

249—(*a*) Before a Trolley is allowed to go through any of the Tunnels specially enumerated in the Appendix to the Working Time Table as coming within the application of this Rule, the Ganger, or other man in charge for the time being, must obtain the permission of the Signalman, and the Trolley must be signalled on the Block Telegraph or Electric Train Tablet or Electric Train Staff Instruments, and it will not then be necessary to protect it in accordance with Rule 248.

(*b*) In the case of a Double Line, should the Trolley, after passing through the Tunnel, be removed from the rails before reaching the next Signal-box, the Ganger, or other man in charge for the time being, must go to the nearest Signal-box and inform the Signalman the Trolley is clear of the Line.

(*c*) In the case of a Single Line worked on the Electric Train Tablet or Electric Train Staff Block System, the Ganger, or other man in charge for the time being, must be in possession of the Tablet or Staff. Should the Trolley, after passing through the Tunnel, be removed from the rails before reaching the next Tablet or

Staff Station, the Ganger, or other man in charge for the time being, must take the Tablet or Staff to the Signalman at the end of the section nearest to him (except when the Tablet cannot be restored to the instrument from which it was obtained, in which case it must be taken to the Tablet Station at the opposite end of the section) and he must inform the Signalman that the Trolley is clear of the Line and hand the Tablet or Staff to him.

(*d*) Trollies passing through all other Tunnels must be protected solely by the Ganger or the man in charge in accordance with Rule 248.

Trolley not to be used except during daylight.

250—A Trolley must not be used, if possible to avoid it, except during daylight and when the weather is sufficiently clear for a Signal to be distinctly seen at a distance of half a mile.

Ballast or other Way and Works train—Protection of, when working on Line.

251—(*a*) Except as provided in clauses (*f*) and (*i*), in the event of any Ballast or other Way and Works train being obliged to remain stationary on the Line, or to move so slowly as to be in danger of being overtaken, the Guard in charge of the train must arrange for the Danger Signal to be plainly exhibited and three Detonators placed upon the Line, ten yards apart, at a distance of not less than three-quarters of a mile from the obstruction in the direction from which another train may approach, by the Flagman appointed for the duty, who must continue to exhibit the Signal and

keep the Detonators on the Line until he is recalled by the Driver sounding his whistle, or receives an order from the Guard (which may be transmitted by telegraph or telephone if the Flagman is at the Signal-box in the rear) to withdraw the Signal. When the Flagman is not at a Signal-box and is recalled to his train he must leave the Detonators on the Line, and it will be the duty of the Guard in charge to make arrangements, with the person appointed by the Engineer, for the Detonators to be removed from the Line when the train has proceeded on its journey.

(*b*) Should the distance of not less than three-quarters of a mile fall within a Tunnel, or close to the mouth of a Tunnel nearest to the train, or in any other position where the men in charge of an approaching train would be unable to obtain a good and distant view of the Hand Danger Signal, the Signal must be exhibited, and Detonators must be placed on the Line at the end of the Tunnel farthest from the train, or at such a distance over and above the prescribed distance of not less than three-quarters of a mile as may be necessary to ensure the men in charge of an approaching train obtaining a good and distant view of such Signal.

(*c*) Before the Flagman in going back enters the Tunnel, he must place three Detonators on the Line, ten yards apart, at the end of the Tunnel nearest to the train.

(*d*) If the Flagman should arrive at a Signal-box before he has reached the prescribed distance, he must request the Signalman in charge of it to keep his Signals at Danger to protect the train. He must remain at the Signal-box, put down three Detonators, and exhibit his Hand Danger Signal; and the Signalman so instructed must not, except as provided in clause (*h*), take off his Signals or allow any train to pass his Box in the direction of the Ballast train, until the Flagman has been recalled in accordance with clause (*a*) and the Line is clear.

(*e*) In the event of any Ballast or other Way and Works train stopping between a Distant and a Home Signal, the Guard, in addition to sending the Flagman back to protect the train in accordance with clause (*a*), must send a man to inform the Signalman, and request him to place or keep the Distant Signal at Danger.

(*f*) In the event of any Ballast or other Way and Works train stopping under the protection of Fixed Signals at a Signal-box and having work to do in the vicinity of such Box, the Flagman must proceed to the Signal-box and request the Signalman to place or keep his Signals at Danger to protect the train, and it will not be necessary for the Flagman to go back to protect the train, but he must remain at the Signal-box as a reminder to the Signalman of the presence of the train, and, if the train is in advance of the Signal-box, he

must put down three Detonators on the Line and exhibit his Hand Danger Signal until the obstruction has been removed.

(*g*) In the event of any Ballast or other Way and Works train being obliged to remain stationary on the Line within a Tunnel or near to the mouth of a Tunnel or in any other position where the men in charge of an approaching train would be unable to obtain a good and distant view of the train, and it is not protected by Fixed Signals in accordance with clause (*f*), the Guard must, in addition to sending out a Flagman in accordance with clauses (*a*) and (*b*), appoint a second Flagman, who must place two Detonators on the Line, ten yards apart, and exhibit the Danger Signal in the direction of an approaching train at a distance of a quarter of a mile from the train.

(*h*) On Lines where the regulations for Train Signalling by Block Telegraph are not in operation, trains (other than Passenger trains) and light engines may be allowed to proceed towards the Ballast train standing on the Line after the trains or engines have been brought to a stand at the Home Signal and the Drivers have been verbally warned by the Signalman as to the obstruction.

(*i*) When a Ballast or other Way and Works train is in possession of a Train Staff or Tablet on a Single Line, it will not be necessary to send out Flagmen to protect it.

Ballast train —Persons in charge to obey orders.

252—Persons in charge of Ballast or other Way and Works trains must obey the orders of the Station-masters, Inspectors, and Signalmen, so far as relates to the time of their occupation of the Line.

Ballast train and men not to work on Running Line during darkness, fog or falling snow.

253—Ballast or other Way and Works trains and men employed with such trains and all extra Gangs must not work on the Running Lines during fog or falling snow, except in case of emergency, and no such train, wagon or truck must, if possible to avoid it, remain on any Running Line for the purpose of loading, unloading, or doing other work, except during daylight and when the weather is sufficiently clear for a Signal to be distinctly seen at a distance of half a mile.

Protection of Running Line during relaying, &c. or in case of obstruction.

254—(*a*) Before a rail is taken out, or relaying operations are commenced, or any stationary obstruction (except a Trolley or a Ballast or other Way and Works Train, for which see Rules 246 and 251), is placed on the Line, or in case of any slip or failure of the works, or if from any cause the line is unsafe, a Flagman must be appointed by the Ganger, or other man in charge of the Gang for the time being, who must go back exhibiting a Hand Danger Signal, and place three Detonators on the Line, ten yards apart, at a distance of not less than one mile from the obstruction (except as provided in clauses (*d*) and (*e*)), and the Ganger, or other man in charge of the Gang for the time being, must not allow a rail

to be taken out or any obstruction to be placed on the Line until this has been done. The Flagman must continue to exhibit the Signal and keep the Detonators on the Line until he receives an order from the Ganger, or other man in charge of the Gang for the time being, to withdraw the Signal; such order, however, must not be given until the Line is clear and safe for the passage of trains. In the case of a Single Line, the obstruction must be protected in both directions, and where the obstruction affects more than one Line, the necessary steps must be taken to protect all the Lines obstructed.

(*b*) Should the distance of not less than a mile fall within a Tunnel, or close to the mouth of a Tunnel nearest to the obstruction, or in any other position where the men in charge of an approaching train would be unable to obtain a good and distant view of the Hand Danger Signal, the Signal must be exhibited, and three Detonators placed on the Line at the end of the Tunnel farthest from the obstruction or at such a distance over and above the prescribed distance of not less than a mile as may be necessary to ensure the men in charge of an approaching train obtaining a good and distant view of such Signal.

(*c*) Before the Flagman in going back enters the Tunnel, he must place three Detonators on the Line, ten yards apart, at the end of the Tunnel nearest to the obstruction.

(*d*) If the Flagman should arrive at a Signal-box before he has reached the prescribed distance, he must request the Signalman in charge to keep his Signals at Danger to protect the Line about to be obstructed, and, except as provided in the following clause, it will not be necessary for the Flagman to go farther back, but he must remain at the Signal-box, put down three Detonators and exhibit a Hand Danger Signal, and the Signalman so instructed must not take off his Signals or allow any train to pass his Box in the direction of the obstruction until the Flagman has informed him that the obstruction has been removed and that the line is clear and safe for the passage of trains.

(*e*) If the obstruction is between the Home Signal and the Starting Signal, or is less than a quarter of a mile in advance of the Home Signal applicable to the Line which is obstructed, the Flagman must not remain at such Signal-box, but, after requesting the Signalman to keep his Signals at Danger for the protection of the obstruction, must go back the required distance of one mile as ordered in clause (*a*), unless there is another Signal-box within that distance, in which case he must stop at such Box and act as above directed.

(*f*) Before such work as is described in clause (*a*) is commenced between a Distant and Home Signal worked from a Signal-box, or within a quarter of a mile in

advance of the Home Signal, or between the Home Signal and Starting or Advanced Starting Signal applicable to the Line about to be obstructed, the Ganger, or other man in charge of the Gang for the time being, must, in addition to sending out a Flagman the prescribed distance, obtain the permission of the Signalman and request him to keep his Signals at Danger for the protection of the obstruction.

(*g*) In addition to sending out a Flagman the prescribed distance the Ganger, or other man in charge of the Gang for the time being, must also station near to the obstruction a second Flagman, who must place two Detonators on the Line, ten yards apart, and exhibit a Danger Signal.

(*h*) When the distant Flagman is out of sight of the Flagman stationed near to the obstruction, one or more Flagmen, as may be necessary, must be stationed intermediately for the purpose of repeating to the distant Flagman the Signals exhibited by the Flagman near the obstruction.

(*i*) Whenever the Signalman is requested by the Ganger, or other man in charge of the Gang for the time being (as in clause (*f*), or by the Flagman (as in clauses (*d*) and (*e*)) to keep his signals at Danger for the protection of the obstruction, the Signalman must make an entry "————— Line obstructed" in the train register or other book provided, and both he and the person who requests him to keep his Signals

at Danger must sign their names, and the time must be recorded.

When the obstruction has been removed, the Signalman must be advised by the Ganger, or other man in charge of the Gang for the time being, or by the Flagman, as the case may be, and the entry "Obstruction removed————, Line Clear" must be made in the train register or other book provided; both men must sign their names, and the time must be recorded.

Protection of Running Line when repairing, lifting, or slewing.

255—(*a*) When repairing, lifting, or slewing the Line, or when performing any other operation, or during any other time when it is necessary for a train to travel at reduced speed, the Ganger, or other man in charge of the Gang for the time being, must, except as provided in Rule 256, send a man back at least half a mile, or as much farther as the circumstances of the case render necessary, who must place a Detonator on one rail of the Line for which he is signalling, and exhibit a Caution Signal, by waving a Green Flag by day or a Green Light by night slowly from side to side, so as to be plainly visible to the Driver of an approaching train. In the case of a Single Line a Flagman must be sent out in both directions.

(*b*) If the man in going back should arrive at a Signal-box, or if the work is near to a Signal-box and within the protection of the Home Signal of such Box, he need not proceed beyond the Box, but

he must advise the Signalman in charge of it of the necessity for slackening the speed of any train running in the direction of the repairs, and, when the Fixed Signals are lowered, he must himself exhibit the Caution Signal by waving a Green Flag by day or a Green Light by night slowly from side to side, so as to be plainly visible to the Driver of the approaching train, but he need not place a Detonator on the rail unless it is necessary to do so to attract the attention of the Driver as directed in Rule 244.

(*c*) In such cases the Signalman must keep his Danger Signals exhibited until the speed of the train has been sufficiently reduced, when he must, if the Block Telegraph or other Regulations have been complied with, lower his Signals to allow the train to pass.

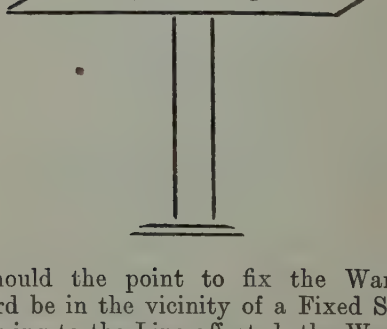
(*d*) In addition to sending out a Flagman as directed in clause (*a*), the precise position of the work or place must, except as provided in Rule 256, be indicated by a Flagman on the ground, and Drivers must keep a good look-out for this man and obey any Hand Signal given by him.

Warning Boards.

256—(*a*) Where the necessity for trains to travel at reduced speed continues for a lengthened period, the placing of Detonators on the rail, and also the exhibition of the Hand Caution Signal, may (except as provided in clause (*c*)) be dispensed with ; in substitution thereof, a Warning Board,

painted green with a white border, of the following shape, must be fixed not less than half a mile from the place to be protected, and in such a position as to be clearly seen by Drivers, but where there is difficulty in maintaining the distance of half a mile it may be slightly lessened under suitable conditions as on a rising gradient.

During the night and during fog or falling snow, one Green and one White Light must be placed side by side on the Warning Board, thus :—



Should the point to fix the Warning Board be in the vicinity of a Fixed Signal applying to the Line affected, the Warning Board must be placed as near as practicable to such Signal, care being taken that the conditions as to distance referred to above are observed.

Unless instructions to the contrary are issued, the Signalman must not keep his Signals at Danger as laid down in Rule 255, clause (*c*).

(*b*) Warning Boards must only be brought into use after arrangements have been made between the Engineering and Traffic Departments, and after due notice has been given in the Weekly or other Notices, indicating the positions of the Boards and the places and speed restrictions to which they refer.

(*c*) In foggy weather or during falling snow, a Flagman must be stationed near the Warning Board. He must keep a Detonator on the Line affected, and exhibit a Caution Signal by waving a Green Hand Signal slowly from side to side to the men in charge of an approaching train.

Should the Warning Board be placed in the vicinity of a Fixed Signal applying to the Line affected, the Flagman for the Warning Board must also act as Fog-signalman for the Fixed Signal. Until the Fixed Signal is lowered he must act in accordance with Rule 81. When the Fixed Signal is lowered for the passage of a train, he must act in accordance with the previous paragraph of this clause.

(*d*) The precise position of the work or place for which the Warning Board is intended will be marked either by an Indicator (see diagram "C" on next page) of distinctive character or by a Flagman stationed on the ground, and when a "C" Indicator is provided an Indicator (see diagram "T" on next page) will also

be fixed at the point where normal speed may be resumed :—

"C" in black on white background will be illuminated denoting the commencement of speed restriction.

This Indicator will be placed at precise position of work or place for which the Warning Board is intended (where Flagman is not provided for the purpose).

"T" in white on black background will be illuminated denoting the termination of speed restriction.

This Indicator will be provided at the place where speed may be resumed.

Repairing Line.—Times to be avoided.

257—The times for effecting repairs which involve the stopping of trains must, as far as practicable, be so selected as to interfere as little as possible with the passage of the traffic. Unless absolutely necessary, a rail must not be displaced, nor must any other work be performed by which an obstruction may be caused to the passage of the trains during darkness, fog, or falling snow.

Accident to train, or failure of Works, to be reported.

258—(*a*) Any accident to a train, or failure of any part of the Works affecting the safety of the Line, must be reported as

soon as possible, to the nearest Inspector of Permanent-way and to the Station-masters on both sides of the point at which the accident or failure has occurred; and, in the event of a Signal-box intervening between the point of accident or failure and the nearest Station in either direction, the occurrence must also be reported to the Signalman on duty.

Summoning assistance.

(*b*) To convey intelligence of, or to summon assistance to, any accident or failure, an Underman must be sent, as quickly as possible, to the next Gang in each direction, from which an Underman must, in like manner, be sent to the next more distant Gang, until information of the accident has, by this means, reached the nearest Station in each direction and the necessary assistance has been obtained; the Undermen of each Gang proceeding without loss of time to the place at which their services are required.

Articles a Ganger or Sub-Ganger to have when examining Road.

259—Each Ganger, or Sub-Ganger, when examining his length of Line, must have with him a Keying Hammer, six Detonators and a Red Flag, a few Key Packings, a Permanent-way Gauge, and a Spanner, and when passing through a Tunnel he must also carry a Lighted Hand Signal Lamp.

Ganger or other member of the Gang to walk over his length of Line on weekdays.

260—(*a*) Each Ganger, or in his place another member of the Gang authorised by the Engineer, must walk over his length of Line once daily on weekdays.

Second inspection where ordered.

(*b*) A second inspection shall be made on weekdays where the Engineer has given instructions to that effect.

Morning and afternoon inspections.

(*c*) Where a second inspection is required, the first shall be made in the morning and the second in the afternoon.

Sunday inspections.

(*d*) Sections on which Passenger trains are run on Sundays must be inspected once on that day, except where the Engineer has given special exemption in writing. Where the circumstances are such that more than one length can be inspected on a Sunday by the same man within three hours, the Engineer may arrange for this to be done, the duty being performed in turn by the Gangers affected or other authorised members of the Gang.

Further inspections under abnormal conditions.

(*e*) Where there is a possible danger of distortion of, or damage to, the Line owing to exceptional weather or other abnormal conditions, a further inspection or inspections, as may be considered desirable by the Ganger or other man in charge, must be made, and reported to his Inspector.

Details of examination of Line.

(*f*) The Ganger or his substitute, when walking the length, must tighten up all Keys and other Fastenings that may be loose, and he must examine the Line, Level, and Gauge of the road, and the state of the Joints, marking and, if necessary, repairing such as are defective.

Points and Crossings to be examined.

(*g*) All Points and Crossings must be carefully examined, and, if necessary, adjusted.

(*h*) Gangers must oil and keep clean the working parts of Points and Signals, unless the duty is otherwise specially provided for, and the Points must be kept clear of snow, ice, or other obstruction. Cleaning of Points and Signals.

(*i*) Gangers must also take care to maintain proper Scotch Blocks on all Sidings requiring them, and must see that, at Level Crossings, ballast, stones, snow, ice, or other obstructions are not allowed to accumulate so as to interfere with the running of the trains. Proper Scotch Blocks to be provided. Obstructions not to be allowed to accumulate.

(*j*) Any obstruction to the proper working of the Signals or Signal Wires must be removed, and broken Signal Wires must be temporarily repaired until the regular Signal-repairer can attend to them. Obstruction to proper working of Signals to be removed. Broken Signal Wires to be repaired.

261—Each Ganger or Sub-Ganger must report to the Inspector of Permanent-way every case in which any Signal is disregarded by a Driver. If any Telegraph Pole is in an unsafe state, or any of the Wires are broken, slack, entangled, or touching each other or any building, they must be made safe and the circumstances reported to the Inspector of Permanent-way. The Ganger or Sub-Ganger must also see that all grass, boughs of trees, ballast, and rubbish are removed from the Telegraph and Signal Wires, and from Point Rods. Disregard of Signals, and defects of Signal Wires and Telegraph.

262—(*a*) An additional Tail Lamp or a Red Board or a Red Flag by day, or an additional Red Tail Light by night, carried Specials following.

on the last vehicle of a train or on an engine, indicates that a Special train or engine is to follow; and Undermen are required to look for such Signals on the last vehicle of the train. As, however, Special trains or engines have frequently to be run without previous notice of any kind, it is necessary at all times to be prepared for such extra trains or engines.

Specials run without notice.

Specials run under notice.

(*b*) The additional Tail Signal will not be carried by preceding trains for Special trains of which previous printed or written notice has been given.

Lifting of Permanent-way.

263—In lifting the Permanent-way, no lift must be greater than three inches at once, and then it must be effected in a length of at least twenty yards—except on Single Lines where it should be at least thirty yards—in such a manner as not to occasion any sudden change of gradient. When both rails have to be lifted they must be raised equally and at the same time, and the ascent must be made in the direction in which the trains run, great care being taken where there is a curve, to preserve the super-elevation of the outer rail.

Ballast not to be thrown up.

264—Ballast must not be thrown up in the four-feet space more than three inches above rail level at any time—during winter months, when snow ploughs may have to be turned out, not above rail level—and it must be thrown as much as possible on the outside of each Line, or between the two Lines. The rails must be kept clear of gravel, ballast, or any other material.

Rails to be kept clear.

No blasting without authority of Engineer.

265—Blasting must not be allowed on any slopes or elsewhere on or near to the Railway without the authority of the Engineer.

Gates to be closed and fastened.

266—Gangers must close and fasten any Gates they find open, and report the circumstances, in order that the persons who are required to keep such Gates closed and fastened may be charged with the penalties.

Examination of Works in case of flood.

267—Each Ganger is required, in the event of a flood, to examine carefully the action of the water through the culverts and bridges on his length of Line; and should he see any cause to apprehend danger to the Works, he must immediately exhibit the proper Signals for the trains to proceed cautiously or to stop, as necessity may require, and inform the Inspector thereof; and until the Inspector arrives, he must take all the precautionary measures necessary for securing the stability of the Line.

Fire upon or near the Line.

268—In the event of any fire occurring upon or near the Line, the men employed on the Line must take immediate measures for putting it out.

Line to be kept clear and safe.

Fences to be repaired.

Cattle on Line.

269—Each Ganger must keep his portion of the Line clear and safe, and the fences in perfect repair; and, in the event of any sheep, cattle, or other animals getting within the fences, he must immediately remove them, and report the circumstances to the Inspector of Permanent-way.

Defects to be immediately repaired.

270—(*a*) Gangers, or other men in charge of the Gangs for the time being, must see that broken chairs, rails, sleepers, or other defective materials are replaced by sound materials with the least possible delay. Before a rail is taken out the Undermen must have at the spot a perfect rail in readiness to replace it.

(*b*) All cases of broken rails must be specially reported to the Inspector of Permanent-way.

Tools and materials to be kept clear of Line.

(*c*) Tools, rails, sleepers, pieces of iron or wood, or other implement or material, must be carefully placed so as to be quite clear of the Line, and not within two feet of the rails unless below rail level, and the disused materials must be removed from the Line as soon as practicable.

Responsibility for security of rails, chairs, and other materials.

271—Each Inspector of Permanent-way is held responsible for the security of rails, chairs, and sleepers, and other Permanent-way materials in his district, and for their being kept clear of both Lines, and properly stacked.

Security of tools and implements.

272—Tools and implements required for the repair of the Line must, when not in use, be kept locked up in a building, or in boxes, for the security of which each Ganger on his own length of Line is responsible.

Men to keep clear of trains.

273—(*a*) When a train is approaching, Undermen and other men at work on the Permanent-way must not remain on any

spaces are less than eight feet, but must at once move clear of all Lines, unless they can distinctly see that they are in a position of safety, and in no danger from another train approaching them unobserved; the men must stop in the positions they have taken up till the train, including any detached portion thereof which may be following, has cleared a sufficient distance to enable them to see that no train is approaching on the other Lines before they re-cross the rails.

(*b*) If circumstances compel Undermen or other men to remain between trains passing on adjoining Lines, where the space between the Lines is less than eight feet, they must lie down.

Appointment of Look-out Men.

(*c*) When men are working singly or in gangs on or near Lines in use for traffic, the Ganger, or other man in charge of the Gang for the time being, must, in all cases where any danger is likely to arise, appoint one or more persons as may be necessary, expressly to maintain a good look-out, and to give warning of any train approaching, and he must satisfy himself that the Look-out Man appointed is properly equipped, is stationed in a suitable position, and is wearing a distinctive badge.

Qualification of Look-out Men.

(*d*) No man is to be appointed as Look-out Man unless he has previously been passed by the Engineer's Department as competent to act in that capacity.

Look-out Men in Tunnels, etc.

(*e*) In Tunnels and where the approach of a train cannot be observed or heard in

Ganger, or other man in charge of the Gang for the time being, must appoint one or more Look-out Men to give the necessary warning. On Single Lines the working party must be protected in both directions.

Fog or Falling Snow.

(*f*) The men must desist from work during fog or falling snow when the Ganger, or other man in charge of the Gang for the time being, considers that they would not have sufficient warning of the approach of a train, provided such discontinuance of work does not endanger the safety of the trains. If it be necessary for a man or men to be at work without a Ganger, or other man being in charge, the man or men so engaged must use their own discretion as to desisting from work under the above-mentioned conditions.

(*g*) Where of necessity a Gang of men is working in a fog or during falling snow, the Ganger, or other man in charge of the Gang for the time being, must send a Look-out Man, or Men, in each direction to warn the Gang of the approach of a train, either by using a fog-horn or loud whistle and by shouting if necessary, and if the occasion require it, the men sent out must place a Detonator on one rail of the Line on which the train is approaching.

NOTE.—*Where an authorised apparatus is provided for the purpose of giving warning, it will not be necessary to employ "Look-out" Men.*

Ballast or other Way and Works train—unloading material while in motion.

274—(*a*) Rails or sleepers must not be unloaded from a Ballast or other Way and Works train while in motion.

(*b*) When it is necessary to unload material, other than rails or sleepers, from a Ballast or other Way and Works train in motion, the following instructions must be carried out :—

i. A sufficient number of brake vans must be attached at the end of the train farthest from the engine and the brakes of these vehicles must be applied to ensure that, in the case of a train which is being drawn, all the couplings are kept tight, and when the train is being propelled, all the buffers are kept so firmly together as not to be separated by any change of gradient or other cause.

ii. During the time the men are engaged unloading, the train must not be started or stopped, and the speed of the train must be uniform and must not exceed two miles an hour.

iii. The train must not be started or stopped, or the speed varied, until the men engaged in unloading have been warned to cease work by the Ganger, or other man in charge of the Gang for the time being, when the men in the wagons must take up a position of safety before the signal is given to the Driver. The Driver must sound the engine whistle before starting, stopping, or varying the speed.

iv. The Ganger, or other man in charge of the Gang will be responsible for giving warning before the train is stopped, started, or the speed altered, and for this purpose and for the purpose of attending to the brakes, not less than two men must be employed, one of whom must be a competent Goods Guard.

Working in Tunnels.

275—(*a*) Men working in a Tunnel, when trains are approaching in both directions must, if unable to reach any recess in the walls, lie down either in the space between the two Running Lines, or between the Line and the side of the Tunnel, until the trains have passed. The width of the space depends upon the construction of the Tunnel, with which every man must make himself acquainted, in order that he may select the place which affords the greatest safety.

Drivers to whistle on entering or emerging from and passing through Tunnels.

(*b*) Drivers have instructions that the Whistle must be sounded on entering or emerging from a Tunnel, and that it must be repeated occasionally when passing through long Tunnels, and they also have

Drivers not to throw out hot water, etc., in Tunnel.

instructions not to throw out hot water, fire, or cinders whilst passing through a Tunnel; any omission to comply with these instructions must be reported by the

Breach of Rule to be reported.

Ganger or Sub-Ganger to his Inspector.

Materials found on Line to be collected.

276—Each Ganger or Sub-Ganger is responsible for collecting any coupling, chains, hooks, pins, iron, or other materials

found on the Line, and for having them conveyed to the nearest Station as early as practicable.

277—Luggage, goods, or other articles, not referred to in the preceding Rule, found on the Line must immediately be taken to the nearest Station-master, and a report made containing the best information that can be obtained respecting the train from which they may have fallen. Luggage and goods found on Line to be taken to nearest Station.

278—Workmen of the Company holding third-class passes must ride in a third-class carriage, and, when possible, in a compartment by themselves separate from passengers. When a large number of workmen travel by the same train, carriages will be provided for their use, and they must ride in these carriages only. Company's workmen not to travel with passengers.

CONVEYANCE BY GOODS TRAINS OF EXPLOSIVES AND DANGEROUS GOODS.

279—The following Code of Instructions must be observed by Guards and others with respect to the conveyance of vehicles containing Explosives and other Dangerous Goods :— Instructions respecting Explosives, etc.

1. While the loading, unloading, or conveyance of Explosives or other Dangerous Goods is going on, each person engaged in such loading, unloading, or conveyance must observe all necessary

precautions for the prevention of accident by fire or explosion; must not allow any unauthorised person to have access to such goods; must abstain from smoking or any act whatever which tends to cause fire or explosion, and is not reasonably necessary for the loading, unloading, or conveyance; and must prevent any other person from committing any such act. Further, he must not have upon him any matches.

2. Inflammable Liquids, Oily Rags, Oily Waste, Oily Paper, Oily Canvas, Oily Mill Sweepings, and similar goods, must be loaded in separate wagons (iron-bottomed wagons being used in all cases when available), which must be kept as far away as practicable from others containing goods, and such wagons must not be placed within the Company's Sheds or Warehouses.

3. In loading or unloading any Explosive, the casks and packages containing the same must, as far as practicable, be passed from hand to hand, and not rolled upon the ground, and in no case must any such casks or packages be rolled unless clean hides, cloths, or sheets have been previously laid down on the platform or ground over which the same are to be rolled. Casks or packages containing Explosives must not be thrown or dropped, but must be carefully deposited and stowed.

4. Gunpowder Vans must in every case be locked when sent loaded with Gunpowder, and the key forwarded to the receiving Station.

5. Distinctive Labels are provided, and on no account must vehicles containing Explosives or other Dangerous Goods, except when in metallic cases or cylinders, be allowed to travel unless one of these Labels is securely affixed on each side, in order that the Guards may be aware of the contents.

6. Whenever vehicles containing Explosives, Inflammable Liquids, or other Dangerous Goods have to be forwarded by train, the special attention of the Head Guard in charge of the train must be called to the vehicles by a duly authorised person, and he will be held responsible for the proper observance of these instructions while the goods are being conveyed on the train, and until they are delivered into the safe custody of the Station Staff.

7. The Vehicles must be placed as far as practicable from the engine, and no fire must be allowed in the Guard's Brake-vans when any vehicles containing such goods are attached to the train, and not more than five vehicles containing Explosives must be conveyed by any one train at any one time.

8. Vehicles containing Oil or other traffic of an inflammable nature must not be put on the train near to vehicles

containing Gunpowder or other Explosive.

9. At every Station at which a train stops, the Guard in charge must make a special examination of the wagons containing any description of Explosives or other Dangerous Goods, and must more especially examine the axle-boxes, and, if the axles show the least sign of heating, the wagon must be detached, and the attention of the Agent or person in charge specially directed to it. *Special care must be taken not to bring any light in close proximity to wagons containing Explosives or Inflammable Goods.*

In the event of it being necessary to detach, as unfit to travel, any such vehicle at any point short of its destination, the Guard must advise the person in charge of the Station or Siding where the vehicle is detached in order that the necessary precautions may be taken by all concerned in dealing with the defective vehicle.

10. Gunpowder for Branch Stations, or for any Station not on the direct route to be taken by the van, must not be sent in small lots requiring transhipment, except it be packed in metallic cylinders, and when Gunpowder requiring transhipment arrives at a Junction, the transhipment must be effected as speedily as possible.

11. Before detaching at the end of the journey, or at Exchange Sidings, vehicles containing any description of Explosives or Dangerous Goods, the Head Guard in charge of the train must call the special attention of a duly authorised person, and obtain his instructions as to the disposal of the vehicles.

12. The wagons must, at the Receiving Station, be immediately separated from other wagons, and at both the Sending and Receiving Stations must not be allowed to come within any of the Company's enclosed Sheds or Warehouses.

NOTES.—*Explosives and other Dangerous Goods must not, except where special instructions are given to the contrary, be carried by trains conveying passengers.*

Loose Shunting of vehicles containing Explosives is strictly prohibited.

UNIFORM TIME TO BE KEPT BY GUARDS, AND AT ALL STATIONS.

Greenwich time sent daily.

280—(*a*) Greenwich time, which is adopted throughout all the Railways in Great Britain, will be sent to the principal Stations daily, by telegraph or telephone, in accordance with the special instructions on the subject.

Clocks to be regulated.

(*b*) Station-masters and Signalmen will be held responsible for keeping their Clocks

properly regulated, and must, if necessary, at once report any defects in their working, in order that steps may be taken for their immediate repair.

NOTE.—*Block Signal-boxes not provided with Speaking Instruments will be supplied with the time in accordance with the Block Telegraph Regulations.*

Instructions to ensure uniform time.

281—In order to ensure uniform time being kept at all the Stations on the Line to which time is not telegraphed or telephoned, the following instructions must be observed :—

(i.) Each Guard must, before starting on his journey, satisfy himself that his Watch is correct with the Clock at the Station from which he starts, and must again compare it with, and, if necessary, regulate it by the Clock at the Station where his journey ends, before commencing his return journey.

(ii.) The Station-master or person in charge must obtain the precise time from the Guard in charge of the first stopping Passenger train commencing its journey after 10-0 a.m., and, in the event of the time given by the Guard differing from that of the Station Clock, the latter must be altered to agree, and regulated accordingly.

APPENDIX I.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY BY TRAIN STAFF AND TICKET.

Train Staff or Ticket to be carried.

No train to leave unless Staff is at the Station.

1—A Train Staff or Train Staff Ticket must be carried with each train, and no train must be permitted to leave any Staff Station with a Train Staff Ticket, unless the Staff for that portion of the Line over which it is to travel is then at the Station.

Points to be padlocked or securely held.

2—All Points on a Single Line that become Facing Points to trains running in either direction, if not interlocked, must either be padlocked or securely held by hand for the safe passage of trains.

Working of Signals.

3—(*a*) The Danger Signal must always be kept exhibited at all the Fixed Signals at Staff Stations and Block Telegraph Signal-boxes on Single Lines, except when it is necessary to lower or turn them off for a train to pass ; and, before any Signal is lowered or turned off, care must be taken to ascertain that the Line on which the train is about to run is clear and properly protected.

(*b*) At places which are not Staff Stations or Block Telegraph Signal-boxes, the All Right Signal must, unless instructions to

the contrary are issued, be kept exhibited at the Fixed Signals (where such Signals are provided) except when required to be placed at Danger for the protection of trains having to stop in the Section, or any other obstruction that may exist on any Running Line which the Signals are intended to protect.

(*c*) When trains which have to cross each other are approaching a Staff Station in opposite directions, the Signals in both directions must be kept at Danger, and when the train which has to be first admitted into the Station has been brought to a stand, the Home Signal applicable to such train may be lowered to allow it to draw forward to the Station or to the Starting Signal, and, after it has again come to a stand and the Signalman has seen that the Line on which the other train will arrive is quite clear, the necessary Signals for that train may also be lowered.

Train approaching from opposite end of Section.

4—(*a*) Permission must not be given for a train to approach from the opposite end of the Section when there is any obstruction upon the Single Line.

(*b*) The Single Line must not be fouled after permission has been given for a train to approach from the opposite end of the Section.

Driver not to foul Single Line without Signalman's authority.

(*c*) A Driver must not, under any circumstances, foul the Single Line for Shunting purposes unless he has received the authority of the Signalman to do so.

5—No train must shunt for another train to pass except at a Train Staff Station. Train not to shunt for another except at Staff Station.

6—The person in charge of the Staff Working for the time being is the sole person authorised to receive and deliver the Staff or Ticket. Custody of Staff or Ticket.

7—When a train is ready to start from a Station and no second train is intended to follow before the Staff will be required for a train in the opposite direction, the person in charge of the Staff Working must give the Staff to the Driver, who will then place it in the Train Staff Socket where provided on the engine. When Staff is to be given to Driver.

8—(*a*) If other trains are intended to follow in succession before the Staff can be returned, a Ticket indicating that the Staff is following must be given by the person in charge of the Staff Working to the Driver of the first train, the Staff for the Section being shown to him, and so on with any other train except the last, the Staff itself being given to the Driver of the last train, as directed in the preceding Rule. The person who hands the Ticket to the Driver must satisfy himself that the train has gone with such Ticket before he allows another train to follow. After the Staff has been sent away no other train must, under any circumstances, leave the Station to follow in the same direction until the Staff for that Section has been returned. When Tickets are to be given to Driver.

Staff or Ticket not to be given to Driver going in one direction until train from other direction has arrived complete.

(*b*) The Station-master or person in charge of the Staff Working must consider it his first duty to deal with the Train Staff or Ticket on arrival of the train, and at Crossing places must satisfy himself that the train running in the one direction has arrived complete with the Tail Lamp on the last vehicle before handing the Staff or Ticket to the Driver about to travel in the opposite direction.

Driver not to start until he has received the Staff or Ticket.

9—No train must be permitted to leave a Station until the Driver has received the proper Staff or Ticket for that Section of the Line over which he is about to travel, and he must not take the Staff or Ticket from any other than the person in charge of the Staff Working for the time being. After receiving the Staff or Ticket he must not start until the proper Signals have been exhibited, and, when with a train, not until a Signal has also been given by the Guard. On arriving at the Station to which the Staff or Ticket extends, such Staff or Ticket must immediately be given up to the person in charge of the Staff Working. All Tickets so given up must be at once cancelled by the word "cancelled" being written across them, and the Tickets must afterwards be dealt with in accordance with the instructions of the General Superintendent.

Signals.

Staff or Ticket to be given up.

Penalty for Driver leaving without Staff or Ticket.

10—(*a*) A Driver will render himself liable to dismissal if he leave a Staff Station without the Staff or Ticket for the Section over which he is about to run; or, if he

leave with a Ticket, without having first seen the proper Staff.

(*b*) He must be careful not to take the Staff or Ticket beyond the Staff Station at which it should be left, except as provided in Regulation 17, clause (*d*). Not to take Staff or Ticket beyond proper Staff Station.

(*c*) The person in charge of the Staff Working will render himself liable to severe punishment should he contribute to any irregularity in the Staff Working. Irregularity in Staff Working.

(*d*) If the Station-master or person in charge of the Staff Working receive a wrong Staff he must return it by the most expeditious means; but a train or Trolley must not be used for the purpose unless the person returning with the wrong Staff is also in possession of the proper Staff. Staff Working.

11—Each Staff has engraved or marked on it the name of the Staff Station at each end of the Section to which only it applies. The Staffs, Boxes, and Tickets for the different Sections are painted and printed in different colours, and the Staffs of adjoining Sections are different in shape. Staffs, Boxes, and Tickets.

12—(*a*) The Tickets must be kept in the proper Ticket-box fastened by an inside spring, the key to open the Box being the Staff, or a key attached to the Staff, for the same Section as the Box, so that if the Ticket-box is kept locked, for which the person in charge of the Staff Working will be held strictly responsible, access to the Tickets to be kept in a box of which the Staff is the key.

Tickets cannot be obtained unless the proper Staff for the Section is then at the Station.

(*b*) Only one Ticket must be taken from the Staff-box at the same time. The Box must be locked after each Ticket is taken out and not again opened until it is necessary to obtain another Ticket for a following train, unless as provided for in Regulation 15 of this Appendix.

Spare Tickets to be locked up.

13—All spare Tickets must be kept under lock and key, and in the care of the person in charge of the Station.

Place for Staff when at Station.

14—(*a*) The Staff, when at the Station, must not be kept in the Box, but on the brackets outside of it.

Staff lost or damaged.

(*b*) Should a Train Staff be lost, or so damaged that it will not open the Box containing the Staff Tickets, the Station-masters or persons in charge at both ends of the Section must communicate with each other by speaking telegraph or telephone where available, and make arrangements to work the traffic over the Section to which the Staff belongs by Pilotman, in accordance with the Regulations for working Single Lines of Railway by Pilotman (who must be appointed by an order in writing, the Form, *vide* pages 268 and 269, being used for the purpose, the necessary alterations being made with pen and ink), until the Staff has been found or repaired, or a

Relieving Staff and Boxes have been supplied, Block Telegraph Working, where in operation, being maintained.

In the case of a Train Staff being so damaged that it will not open the Staff Ticket Box, the Pilotman must take possession of the damaged Staff and show it to the Driver of every train passing over the Single Line Section during the time Pilot Working is in operation.

When missing Staff is found.

(*c*) If the missing Staff be found it must be handed to the Station-master at either end of the Section to which it applies, who must make arrangements for the ordinary working to be resumed; before the regular Staff is brought into use the Relieving Staff and Boxes must be withdrawn and forwarded to the person who is responsible for their safe custody.

Trains assisted by second engine.

15—When any train is assisted by a second engine in the front, and such train has to carry the Staff, the first or leading engine must carry a Ticket, and the second engine the Staff. In cases where the train is to be followed by another train, the second as well as the leading engine must carry a Ticket. When the assistant engine is behind, pushing the train, the train engine must carry a Ticket, and the assistant engine the Staff, except in cases where the train and assistant engine are travelling over the entire length of the Section, and have to be followed by another train, when the train and assistant engine must each

have a Ticket. When the assistant engine is allowed, by the authority of the General Superintendent, to return to the Station from which it started, without running through the entire Section, it must always carry the Staff.

Engine carrying Staff disabled.

16—(*a*) In the event of an engine which carries the Staff breaking down between two Stations, the Fireman must take the Staff to the Staff Station in the direction whence assistance can be obtained, or is expected, in order that the Staff may be at the Station on arrival of the engine; and the Station-master at the Station to which the Staff is taken will be held responsible for carrying out all special arrangements necessary during the continuance of the obstruction.

Engine carrying Ticket disabled.

(*b*) Should the engine that fails be in possession of a Ticket instead of the Staff, assistance must only come from the Station at which the Staff has been left, and the Station-master at that Station will be held responsible for making any special arrangements that may be necessary, the Guard being held responsible for the protection of his train in accordance with Rule 217. If the Box ahead be the nearer the Fireman may, instead of going to the end of the Section where the Staff is, go to the Box ahead in order that the Signalman there may advise the Signalman in the rear that assistance is required, and if assistance is obtained from the rear in such circum-

stances, the Guard must ride on the assisting train or engine and point out to the Driver the position of the disabled train.

The Fireman must take the Ticket with him when he goes for assistance, and the Driver of the engine which has failed must not allow it to be moved until the assisting engine has arrived, and the Fireman has returned with the Ticket.

If assistance can be more readily obtained at a Station other than that where the Staff is, immediate steps must be taken to have the Staff transferred to the other end of the Section.

If the assisting engine enters the Section at the end to which the Fireman has gone, he, after obtaining possession of the Train Staff, must accompany it to the place where he has left his own engine.

The assisting train or engine must run at reduced speed, and great caution must be observed by all concerned.

Intentional division of train on Single Line.

17—(*a*) When a train has to be left, or divided and the rear portion left, on the Single Line, owing to accident or inability of the engine to take the whole forward, the following instructions must be observed :

(i.) The man who divides the train must inform the Driver how many vehicles, if any, are being taken forward, and after sunset or during foggy weather or falling snow, or if the

division is made in a tunnel, he must place 3 Detonators on the Line 10 yards apart not less than 100 yards ahead of the portion left behind.

(ii.) The Driver must not, if he is in possession of a Ticket, return for the train or rear portion without the written authority of the Guard as prescribed in Rule 221, clause (*f*), and the Guard must protect his train in the rear in accordance with Rule 217A. If the Driver is in possession of the Staff he may return to the train or rear portion without obtaining instructions from the Guard authorising him to do so, and the Guard need not protect his train as prescribed in Rule 217A.

(iii.) The Driver must, before returning to the rear portion of the train, satisfy himself that the front portion is complete.

Accidental division of train on Single Line or at Staff Station.

(*b*) When a train or portion of a train has been accidentally left on the Single Line or at a Staff Station, the following instructions must be observed :—

(i.) If both portions of the train have been brought to a stand within sight of each other, and there is not a Signal-box near either end of the train, the front portion may be set back to the rear portion in accordance with Rule 221, clause (*j*).

(ii.) The Driver must (except in the case described in preceding paragraph)

take the front portion, if any, forward to the nearest place where it can be disposed of.

(iii.) The Guard must secure the train or rear portion thereof left behind, and, after sunset or during foggy weather or falling snow, or if the division has taken place in a Tunnel, must place 3 Detonators on the Line 10 yards apart not less than 100 yards ahead of the portion left behind. He must then protect his train in the rear in accordance with Rule 217A, irrespective of whether he is aware that the Driver is in possession of the Staff or a Ticket.

(iv.) The Driver must not, whether he is in possession of the Staff or a Ticket, return for the train or rear portion thereof, until it has been ascertained that the whole of the vehicles of the train have come to a stand, and, if there is no Signal-box near from which this information can be obtained, the Driver must send his Fireman on foot for the purpose. If the Driver is in possession of a Ticket he must not return for the train or rear portion until he has received written authority from the Guard as prescribed in Rule 221, clause (*f*).

EXCEPTION.—If the gradients of the Line over which the train has run are such that it can be concluded that the train or rear portion is at a stand at

the time when the engine requires to return, the Driver may, if in possession of the Staff, return for his train or rear portion thereof, without having ascertained that the rear portion has been secured, but must proceed cautiously, and if approaching a Signal-box he must bring his engine to a stand at the Distant Signal and the Fireman must walk in front from there to the Home Signal.

(v.) If the divided train has carried the Staff and it is necessary to allow an engine to enter the Section at the Signal-box in the rear of the divided train for the purpose of removing the obstruction to the most convenient end of the Section, the Staff must be conveyed as quickly as possible from the Signal-box in advance to the other end of the Section by the best available means, but for this purpose an engine or any railway vehicle other than an Underman's Trolley must not be used.

(vi.) A White Light must be placed on the leading vehicle of the rear portion before that portion is propelled to the Signal-box in advance or drawn back to the Signal-box in rear.

Driver returning for rear portion of train.

(*c*) The Driver when returning for the portion of the train that has been left behind must not pass any Signal-box without the permission of the Signalman.

(*d*) The Driver must retain possession of the Staff or Ticket as the case may be until the whole of the train is removed from the Section, unless it is necessary for another engine to remove the rear portion. Driver to retain possession of Staff or Ticket.

18—(*a*) Should an accident occur of such a nature as to block the Line, and the traffic is likely to be stopped for any considerable time, special arrangements must be made for working the trains to and from the Staff Station on each side of the obstruction. The Train Staff must be retained to work trains between the point of obstruction and the Staff Station from which assistance is rendered, and, on the other side, the traffic must be conducted by a Pilotman to be appointed by an order in writing, see Form on next page. When Line obstructed.

(*b*) Block Telegraph Working must be suspended, and the Single Line on each side of the obstruction must be protected by Hand Signalmen in the usual way.

19—When the Line is again clear, no train must be allowed to pass the point where the obstruction existed without the Staff. The Pilotman must accompany the first train carrying the Staff to the Staff Station, and, after the Pilotman has withdrawn his arrangements for Pilot-working, the traffic must be again conducted according to the Train Staff Regulations. When Line again clear.

London Midland and Scottish Railway.

TRAIN STAFF AND TICKET SYSTEM.

WORKING OF SINGLE LINE BY PILOTMAN DURING OBSTRUCTION.

This Form must be filled up and used whenever it is temporarily necessary, owing to obstruction, to work the Traffic by Pilotman.

.....*Station*,

.....*19*...

The Single Line between..... and.....being obstructed, the traffic between.....and the place of obstruction will be worked by Pilotman, in accordance with Rule 18 of the Regulations for Working Single Lines of Railway by Train Staff and Ticket.

.....will act as Pilotman, and must accompany every train to and from .....Station and the point of obstruction.

Block Telegraph Working must be suspended.

This order is to remain in force until withdrawn by the Pilotman.

(Signed).....

To.....

[*Continued.*

	TIME.
Noted by.....at.....	.....
Noted by.....at.....	.....
Noted by.....at.....	.....
Noted by.....at.....	.....

Noted by..... at place of obstruction.

Noted by.....Pilotman.

The Pilotman must sign all the Forms issued, and the Form retained by him must bear the Signatures of every person to whom a copy of the Form is distributed.

Twelve of these Forms must be kept in a convenient place at each Train Staff Station, so as to be available at any moment, night or day.

A copy of this Form must be delivered to the Station-master or person in charge and to the Signalman at the Staff Station where Pilot-working commences, one must be retained by the Pilotman and another must be conveyed by the Pilotman to the person in charge at the place of obstruction. If there is an intermediate Signal-box the Signalman or person in charge must be supplied with a copy of the Form by the Pilotman.

In the event of a Station-master himself acting as Pilotman, he must address and give a copy of the Form to the person he leaves in charge of his Station.

Station-masters and persons in charge receiving this Form will be held responsible that the Inspectors, Signalmen, and others concerned at their Stations are immediately made acquainted with the circumstances, and are instructed in their necessary duties.

On the other side of the obstruction the Line will be worked by Train Staff, no Tickets being used.

Ballast train at work on Line.

20—(*a*) When a Ballast train has to work on the Line, the Staff must be given to the Driver in charge of it. This will close the Line whilst the Ballast train is at work. The Ballast train must proceed afterwards to one of the Staff Stations to open the Line before the ordinary traffic can be resumed. But if a Ballast train is required to run over a Section of Single Line from one Staff

Station to the other without stopping to work on the way, it may then travel with Staff or Ticket as required. Under no circumstances must the Ballast train stop to do work on the Line unless in possession of the Train Staff.

(*b*) The Driver of a Ballast train that has to do work on the Line must be told, when receiving the Staff, to which end of the Section it is to be taken, and at what time it is to be there, in order to clear the Line for the next train.

(*c*) When a Ballast train working in the Section has to return to the Staff Station in the rear, no shunting outside the Home Signal at that end of the Station must be allowed until a man with Hand and Detonating Signals has been sent out to protect such shunting.

(*d*) When a Ballast train in possession of the Staff is at work on the Line, it will not be necessary to send out Flagmen to protect it.

Siding Points controlled by Train Staff.

21—(*a*) Points giving communication between the Sidings and the Running Line controlled by the Train Staff cannot be opened without the Train Staff for that Section of the Line where the Siding is situated, and the Train Staff cannot be removed until the Points have been placed in the proper position for trains to pass upon the Running Line, and securely locked so as to prevent vehicles passing from the Sidings on to the Running Line.

(*b*) On arriving at a Siding, the Points of which are controlled by the Train Staff, the Driver must hand the Train Staff to the Guard, or man in charge of the Siding, to enable him to unlock the points.

(*c*) When the necessary shunting has been completed, and the Points have been placed in the proper position for trains to pass upon the Running Line, the Guard or man in charge of the Siding must return the Train Staff to the Driver, and the latter must not proceed on his journey until he has obtained possession of it.

Staff Stations shown in Working Time-tables or Appendices.

22—The Working Time-tables or Appendices, issued for the guidance of the servants, will contain a list of the Staff Stations, and of the Siding Points controlled by the Train Staff.

Form of Train Staff Ticket.

Form of Train Staff Ticket, where such Ticket is in use.

No. .... .

London Midland and Scottish Railway.

TRAIN STAFF TICKET.

.....*Line or Branch.*

Train No..... **(DOWN).**

To the Driver.

You are authorised, after seeing the Train Staff for the Section, to proceed from..... to ....., and the Train Staff will follow.

Signature of person in charge.....

Date .....

[over.

(*Back of Ticket.*)

This Ticket must be given up by the Driver, immediately on arrival, to the person in charge of the Staff Working at the place to which he is authorised to proceed, to be cancelled and dealt with as the latter may be instructed by the General Superintendent.

APPENDIX II.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY BY PILOT GUARD.

Dress or Badge.

1—The Pilot Guard will be distinguished by a special dress or badge; and no train must, under any circumstances, be allowed to run on the Line unless it is either accompanied or personally started by the Pilot Guard wearing such dress or badge.

Pilot Guard to start all trains.

Pilot Guard, when practicable, to accompany every train.

Exception

2—The Pilot Guard will, when practicable, accompany every train; but, when it is necessary to start two or more trains from one end of the Section under his control before a train has to be started from the other end, the Pilot Guard must furnish the Guard in charge of each train not accompanied by himself with one of the printed Pilot Guard's Tickets, where such are provided, properly filled up and signed, and personally start such train; and he must himself accompany the last train. The Ticket granted in this case will apply only to the single journey to the other end of the Section, where it must be immediately given up to the person in charge of the Station, to be cancelled and dealt with as the latter may be instructed by the General Superintendent. The Driver must not start his train without seeing the Pilot Guard, and, in case the Pilot Guard does not accompany the train, until he has

received from the Guard of his train the Pilot Guard's Ticket authorising him to proceed. A Driver working an engine unaccompanied by a Guard must observe the same Regulations as herein laid down for a Guard with a train.

Driver working without Guard.

Starting of trains.

3—Before starting any train, the Pilot Guard must ascertain from the Guard of the train that all is right, and that he is ready to go on.

Disabled train.

4—(*a*) In the event of a train accompanied by the Pilot Guard becoming disabled, the Pilot Guard must make the best arrangements the circumstances of the case allow for procuring assistance with the least delay.

(*b*) If the engine be left on the Line the Pilot Guard must, before leaving, give the Driver a written order not to move his engine until he returns.

(*c*) Should a train unaccompanied by a Pilot Guard become disabled, the Guard of the train must take the necessary steps for the protection of his train, and communicate with the Pilot Guard as soon as possible.

Points to be padlocked or securely held.

5—All Points on a Single Line that become Facing Points to trains running in either direction, if not interlocked, must either be padlocked or securely held by hand for the safe passage of trains.

Train or portion of train left on Single Line.

6—(*a*) When a train or a portion of a train is left upon the Single Line from accident, or inability of the engine to take

the whole forward, the Driver must not, if he be in possession of a Pilot Guard's Ticket, or if unaccompanied by the Pilot Guard, return for it, except by written instructions from the Guard of the train, as prescribed in Rule 221 of the Book of Rules and Regulations, and the Guard must protect his train in the rear, in accordance with Rule 217A of the Book of Rules and Regulations, and prevent a following train pushing it ahead. If the Pilot Guard be with the train, and accompany the engine with the first portion, the Driver may return to the rear portion of his train without obtaining instructions from the Guard of the train authorising him to do so, but the Pilot Guard must accompany the engine when it returns for the rear portion of the train.

(*b*) After sunset, or in foggy weather or during falling snow, a Red Light must be placed on the front vehicle of the rear portion by the man who divides the train.

In the case of a train being accidentally divided, the Guard in charge of the rear portion must place a Red Light on the leading vehicle of the rear portion of the divided train.

Signalman to stop train unless running by authority of Pilot Guard.

7—No train must be allowed to enter upon any Single Line Section without the permission of the Signalman, who must not allow it to pass until he is perfectly satisfied that the Pilot Guard is accompanying it or has given authority for it to start.

Form of Pilot Guard's Ticket.

Form of Pilot Guard's Ticket, where such Ticket is in use.

Ticket No.....

London Midland and Scottish Railway.

.....*Line or Branch.*

Train No..... **(DOWN.)**

To the Guard and Driver.

You are authorised to proceed from..... to.....Pilot Guard following.

Signature of Pilot Guard.....

Date.....

(*Back of Ticket.*)

This Ticket must be given up by the Driver, immediately on arrival, to the person in charge of the Station to which he is authorised to proceed, to be cancelled and dealt with as the latter may be instructed by the General Superintendent.

APPENDIX III.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY BY ONLY ONE ENGINE IN STEAM OR TWO OR MORE ENGINES COUPLED TOGETHER.

Only one engine in steam, or two or more coupled together, to be on Line at same time.

1—Only one engine in steam, or two or more coupled together, which are then to be treated as one engine or train, must be allowed to be on the Line at one and the same time. When a train is drawn by two engines the Staff must be shown to the Driver of the leading engine, and handed to, and carried by, the Driver of the train-engine.

Custody of Staff.

2—The person in charge of the Staff Working for the time being is the sole person authorised to receive and deliver the Train Staff.

Place for Staff.

3—The Staff, when at the Station, must be kept on the proper brackets, and when on the engine it must be carried in the Train Staff socket, where provided.

Staff to be given to Driver of train-engine before commencing journey.

4—The Staff must be given to the Driver of the train-engine by the person in charge of the Staff Working immediately before commencing each journey, and the Driver

must, at the end of the journey, give it up to the person in charge of the Staff Working.

Penalty for Driver leaving without Staff.

5—A Driver will render himself liable to dismissal if he leave a Staff Station without the Train Staff, and he must be careful not to carry the Staff beyond the Station at which it should be left.

Driver not to start until proper Signals exhibited.

6—A Driver must be careful, after receiving the Staff, not to start until the proper Signals have been exhibited, and when with a train, not until a Signal has been given by the Guard.

Staff not to be given to another train until previous train has arrived complete.

7—The Station-master or person in charge of the Staff Working must, when a train arrives, satisfy himself that it is complete, before he allows another train to enter the Section.

Disabled train.

8—(*a*) In the event of a train becoming disabled and requiring assistance, or an accident occurring which renders it impossible for the engine to proceed, the Fireman must take the Staff, and make the best of his way to the Station whence assistance can be obtained, and inform the person in charge there of the circumstances, who must, on receipt of such information, allow a second engine to be on the Line. The relieving engine must be accompanied by the Fireman of the disabled engine or train, who must hand the Staff to the Driver and explain to him where, and under what circumstances, the disabled train is situated.

(*b*) The Driver of the disabled engine must not allow it to be moved until the assisting engine has arrived.

Guard responsible for safe working of Line.

9—The Guard of the disabled train will be held responsible for the safe and proper working of the Line until both engines have left it and it is again clear.

When Line obstructed.

10—Should an accident occur of such a nature as to obstruct the Line, and the traffic is likely to be stopped for any considerable time, special arrangements must be made for working the trains to and from the Staff Station on each side of the obstruction until the Line is again clear. The Staff must be used to work trains between the obstruction and the Staff Station from whence assistance can be obtained, and on the other side the traffic must be conducted by a Pilotman, to be appointed by an order in writing (see Form on pages 281 and 282), who must accompany every train between the obstruction and the Staff Station. The person in charge at each Station in the Section must have a copy of the Pilotman's Form. When the Line is again clear no train must be allowed to pass the point where the obstruction existed without both the Staff and the Pilotman. The Pilotman must accompany the train to the Staff Station from whence assistance was obtained, when the traffic must again be conducted according to the Regulations in this Appendix.

Obstruction to be protected.

11—Two competent men, provided with the necessary Hand Signals and Detonators, must be appointed to protect the obstruction, one on each side.

Points becoming Facing Points.

12—All Points on a Single Line that become Facing Points to trains running in either direction, if not interlocked, must either be padlocked or securely held by hand for the safe passage of trains.

(*Form referred to in Rule* 10.)

LONDON MIDLAND AND SCOTTISH RAILWAY.

WORKING OF SINGLE LINES OF RAILWAY BY ONLY ONE ENGINE IN STEAM OR TWO OR MORE ENGINES COUPLED TOGETHER.

WORKING BY PILOTMAN DURING OBSTRUCTION.

This form must be filled up and used whenever it is temporarily necessary, owing to obstruction, to work the traffic by Pilotman.

.....*Station.*

.....19...

The Single Line between..... and.....being obstructed, the traffic between..... .....and the place of obstruction will be worked by Pilotman in accordance with Rule 10 of the Regulations for working Single Lines of Railway by only one engine in steam or two or more engines coupled together.

.....will act as Pilotman, and must accompany every train to and from .....Station and the point of obstruction.

This order is to remain in force until withdrawn by the Pilotman.

(Signed).....

To.....

[*Continued.*

	TIME.
Noted by.....at.....	.....
Noted by.....at.....	.....
Noted by.....at.....	.....
Noted by.....at.....	.....

Noted by..... at place of obstruction.

Noted by.....Pilotman.

The Pilotman must sign all the Forms issued, and the Form retained by him must bear the Signature of every person to whom a copy of the Form is distributed.

Twelve of these Forms must be kept in a convenient place at each end of the Line, so as to be available at any moment night or day.

A copy of this Form must be delivered to the Station-master or person in charge of the Staff Station where Pilot-working commences, one must be retained by the Pilotman and another must be conveyed by the Pilotman to the person in charge at the place of obstruction. If there is an intermediate Station the person in charge must be supplied with a copy of the Form by the Pilotman at the first opportunity.

In the event of a Station-master himself acting as Pilotman, he must address and give a copy of the Form to the person he leaves in charge of his Station.

Station-masters and persons in charge receiving this Form will be held responsible that the Inspectors and others concerned at their Stations are immediately made acquainted with the circumstances, and are instructed in their necessary duties.

APPENDIX IV.

REGULATIONS FOR WORKING GOODS LINES WHERE THE ABSOLUTE BLOCK TELEGRAPH SYSTEM IS NOT IN OPERATION OR WHERE NO SPECIAL REGULATIONS ARE IN FORCE.

(*Not applicable to Single Lines of Railway.*)

Working of Signals.

1—Unless instructions are given to the contrary, the Danger Signal must be kept exhibited at all the Fixed Signals, except when it is necessary to lower or turn them off for a train to pass.

When two trains approach a Junction at same time or nearly same time.

2—If, when two or more trains approach a Junction at the same time, or at nearly the same time, the Signalman should have lowered or taken off the Signals for a train which should have been kept back for the passage of another, he must not attempt to alter the order of the trains by reversing the Signals, but must place them all at Danger, and so keep them until all the trains have been brought to a stand, when precedence can be given to the proper train.

Interval between trains.

3—Unless a Signalman is satisfied that the Line is clear to the next Signal-box, or unless instructions are issued to the con-

trary, no train must follow another train on the same Line within 5 minutes. If any train should arrive 5 minutes, and less than 10 minutes, after the passing of the previous train the Signalman may, after having brought the train to a stand and verbally warned the Driver of the time of the passing of the preceding train, allow it to proceed, the Home Signal being lowered and a Green Caution Signal shown to the Driver by Flag or Hand Lamp held steadily in the hand.

Signalman to see Tail Lamp on each train.

4—(*a*) The Signalman must see that each train as it passes has a Tail Lamp attached to the last vehicle, so that he may be satisfied that the whole of the train has passed, and that none of the vehicles have become detached.

If a train pass without Tail Lamp, or Signalman see anything unusual.

(*b*) Should a train pass without a Tail Lamp on the last vehicle, or if a Signalman observe anything unusual in a train during its passage, such as goods falling off, or a vehicle on fire, or should a train become divided or vehicles be running away, he must, if necessary, place and keep all his Signals at Danger, and take any other action that may be most expedient under the circumstances. He must also, if necessary, stop any following train or any train going in the opposite direction, and inform the Driver of the circumstances, instructing him to proceed cautiously so as to avoid danger in the event of the Line on which he is running being obstructed. The Driver of the train so warned must caution the

Driver of any train proceeding on the other Line, and, on arrival at the Signal-box in advance, advise the Signalman of the circumstances. The Signalman must, as soon as practicable, communicate with the Station-master or person in charge.

(*c*) Where Bell or other Telegraphic communication is in operation, the prescribed Signals must be given.

When two or more engines.

5—(*a*) When two or more engines are employed to draw a train, they must not be uncoupled except at a Signal-box where there is a Signalman on duty, nor then until the engines have been brought to a stand. When two or more light-engines have to pass through a Section, they must be coupled together before entering such Section, and must not be uncoupled except where there are Fixed Signals and a Signalman on duty.

(*b*) When one or more engines are employed to assist a train in the rear, they must not leave the train except where there are Fixed Signals and a Signalman on duty.

Shunting operations to be protected.

6—No engine or vehicle must be shunted or moved from one Main Line to the other, or from the Main Line into a Siding, or from a Siding on to the Main Line, until the proper Signals have been exhibited, in one or both directions as may be required; and care must be taken, when the Main Line is about to be obstructed, to allow sufficient time to elapse for any approaching

train, which may have been near to or within the Distant Signal, to pass before the obstruction is allowed.

Protection of train stopped by accident, failure, obstruction, or other exceptional cause.

7—For the protection of trains stopped by accident, failure, obstruction, or other exceptional cause, see Rules 217 to 226 of the Book of Rules and Regulations, it being understood that if a second train arrive before the obstruction has been removed the Guard of the second train must protect his train as directed in those Rules. The Guard of the first train, having assured himself that the Guard of the second train has gone back with the necessary Signals for the protection of the second train, may then rejoin his own train. If other trains arrive, the same arrangements must be carried out, the Guard of the last train being the protection for the whole.

Guard to protect train when running slowly

8—(*a*) When a train is unable to proceed at a greater speed than four miles an hour, the Guard, if there be only one, or the Front Guard, if there be more than one, must immediately go back, or send some other competent person, three-quarters of a mile, or to the nearest Signal-box, if there be one within that distance, in which case the Signalman must be advised of the circumstances. The person who goes back must follow the train at not less than three-quarters of a mile, and use the necessary Danger Signals to stop any following train, until assistance arrives, or the train which causes the obstruction is shunted.

(*b*) When an engine is employed to assist a train in the rear, and such train is unable to proceed at a greater speed than four miles an hour, the duty of protecting the train will devolve upon the Guard in the same way as if no engine were assisting in the rear.

(*c*) On rising gradients, if there be only one Guard in charge of the train, he must get out of his van, put down two Detonators, and then immediately return to the van.

Passenger trains not to run on Goods Lines.

9—Trains conveying passengers must not be allowed to run on Lines used for Goods and Mineral traffic only, except when it is absolutely necessary to divert them in case of accident or other emergency, when printed or written instructions must be issued to the Signalmen, and special arrangements made for the working of the trains.

APPENDIX V.

(A.) GENERAL REGULATIONS FOR WORKING THE VACUUM AUTOMATIC BRAKE.

1—**DESCRIPTION.**—(*a*) The Vacuum Automatic Brake is continuous throughout the train, each vehicle carrying its own Brake-apparatus, which is connected by a branch-pipe to the train-pipe.

(*b*) All End-Pipes *operating* Brake-blocks are painted black, and all Pipes *not operating* Brake-blocks are painted a bright red.

2—**HOW APPLIED AND TAKEN OFF.**—(*a*) The Brake is applied by the Driver admitting air into the train-pipe.

(*b*) The Brake is taken off by closing the air valve and restoring the vacuum to the same amount as existed before it was applied.

(*c*) The Brake must be applied steadily, which can be done by opening the air-valve gradually, but in case of emergency the valve must be opened fully.

(*d*) The Brake can also be applied by the Guard opening the valve in his van, which must be kept open until the needle of the gauge goes to zero. The Guard must use his discretion as to applying

the Brake fully or gradually as circumstances may require. The application of the Brake on the train also applies the Brake on the engine.

(*e*) Should a train become accidentally divided, the Brake-pipes will be disconnected and the Brake will go on through each portion of the train.

3—STARTING.—(*a*) The Brake-pipes between the engine and train and between each vehicle must be properly connected, and the pipe at the rear end must be put carefully on the stop plug.

(*b*) When the Brake-pipes have been connected the Driver must create the required vacuum, *i.e.*, not less than 18 inches, and maintain it throughout the journey.

(*c*) When the engine has been attached to the train, or an engine is changed, or an additional engine or any vehicle is attached or detached, the Rear Guard must ascertain whether the Brake is coupled up and in working order throughout the train, and between the train and engine. This must be done by opening the Brake-valve in the last vehicle on the train in which there is a Guard's Brake or Brake compartment, when, if there be an inrush of air through the valve, the Brake will be all right, but if no inrush takes place the Guard must inform the Driver that there is no Vacuum in his van, and must see that a proper amount of Vacuum is registered in his van before giving the Driver a signal to start.

(*d*) The Driver must accept the signal to start given by the Guard as an assurance that the Brake is in proper order, and that the gauge in the rear van

indicates the required vacuum. He must, before starting, also satisfy himself that the gauge on the engine indicates the required vacuum.

(*e*) Some vehicles are fitted with Vacuum-pipes only and not with Brake-apparatus. Care must be taken that the proportion of such unbraked vehicles does not exceed one in four in any train running a distance of ten miles or under without a stop, nor one in six in any train running more than ten miles without a stop.

(*f*) For the purpose of this instruction, the number of vehicles forming a train must be computed as follows:—

Engine (including tank-engine)...	as equal to	2 vehicles.
Tender	,,	1 vehicle.
Eight (or more) wheeled carriage	,,	2 vehicles.
Six-wheeled vehicle	,,	1 vehicle.
Four-wheeled vehicle (conveying passengers)	,,	1 vehicle.
Horse box	,,	½ vehicle.
Carriage truck		
Fish truck, van, or other four-wheeled vehicle, not conveying passengers		

(*g*) The Head Guard must, before starting, and at places where the engine is changed, or any vehicle is attached or detached, inform the Driver the number of vehicles there are on the train, and in the event of the Brake not being in operation on the whole of them, upon how many it cannot be applied. In each case the Driver must obtain this information from the Guard before he proceeds on his journey.

(*h*) The instructions contained in the preceding paragraph do not apply to trains running daily with the formation unaltered and the Brake complete

If, however, the formation is altered or any vehicle is attached or detached, the Guard and Driver must communicate with each other.

(*i*) When the engine is attached to the train it is the duty of the Fireman to connect the Brake-pipe on the engine to that on the train, and when the engine is detached it is his duty to place the Brake-pipe of the engine and front vehicle on to the stop plug provided for the purpose.

When an engine requires to be detached from a Passenger train at any Station **for shunting purposes** it is the duty of the Station Staff to do all attaching and detaching of the engine, but after the shunting operations have been completed and the engine is again attached to the train the Driver is responsible for seeing that the couplings between the engine and front vehicle are correct.

(*j*) Should the Driver not be able to create the required vacuum, he must, after satisfying himself that his engine is all right, at once inform the Guard and Station Staff, so that an examination may be made of the train, and the Brake on any vehicle shut off, or such vehicle detached, or any other steps taken that may be necessary.

(*k*) Guards must screw the Hand Brakes clear off before starting, and affix the Brake-chain or strap, where provided, to prevent the Hand Brake working on.

4—DURING JOURNEY.—(*a*) If during the journey the Guard finds that the gauge in his van shows less than the required vacuum, *i.e.*, 18 inches

(unless he is satisfied that such is caused by the Driver applying the Brake), he must be prepared to apply his Hand Brake as may be required.

(*b*) The Driver and Guard must report any irregularity in connection with the working of the Brake or defect in its action, or other special circumstance, and the Guard must also note the particulars in his journal.

(*c*) Where vehicles have to be attached or detached, the vacuum in the train-pipes must be destroyed by opening the air valve on the engine or in the nearest Brake-van.

(*d*) If the Driver is unable to work the Vacuum Brake it must be cut off, and the train worked by Hand Brakes only, the speed being so regulated as to enable the Driver to have full control of the train by the Hand Brakes. In all such cases the Guards must be on the alert, and assist in stopping the train with their Hand Brakes.

(*e*) When two engines are attached to a train the Driver of the leading engine will be held responsible for the working of the Vacuum Brake, but the Driver of the second engine must, in case of emergency, assist in stopping or reducing the speed of the train by applying the Vacuum or Hand Brake as may be required.

5—STOPPING.—(*a*) The Vacuum Brake must be used for the ordinary stoppage of the train by the Driver, who must apply it gradually, and not suddenly nor with full force, except in case of emergency.

(*b*) The large ejector may be used to raise a vacuum rapidly, or when the Brake requires to be taken off quickly, but in either case it must be closed gradually.

(*c*) Just before coming to a stand, the Vacuum Brake must be eased off so as to prevent a rebound of the carriages, or undue strain on the couplings.

(*d*) Steam must not be applied to move the train forward after the Brake has been applied, either slightly or fully, until the Brake has been released throughout the train.

(*e*) The working of the Vacuum Brake by the Driver will not relieve the Guards from the responsibility of observing Rule 177.

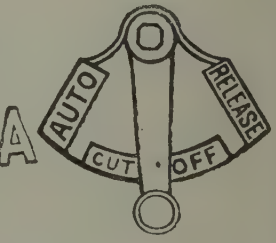
(*f*) Drivers must satisfy themselves that the Vacuum Brake is in proper working order before starting, and at each Station where the engine is changed, or where any vehicle is attached or detached. It must also be tested before descending steep inclines, and before passing the Distant Signal of a Crossing Station on a Single Line, or of any Terminus or other principal Station, and the speed of the train must be reduced by it. Drivers must enter such Stations, or a Dead-end Bay at any Station, at such a speed as to enable them to stop the train at the proper place.

(*g*) Unless the Vacuum Brake is working properly when thus tried, the Driver must whistle for the Guard's Hand Brake, stop the train, and inform the Guard that the Vacuum Brake is out of order, and that the Hand Brake must be relied upon for working the train. Special care must then be taken in approaching Stations at which the train has to stop.

(*h*) In the case of a train becoming divided, the Guard in the rear van must put his Hand Brake hard on, and secure it with the chain or strap, where provided, before going back to protect his train. He must also take any other measure that may be necessary to prevent the rear portion moving.

6—RELEASING BRAKE BY HAND.—To release the Brake on any vehicle the cord or wire (the position of which is indicated by a star on the side of each vehicle) must be pulled, the Brake-pipe at the end of the vehicle or train being first uncoupled or released from the stop plug. The cord or wire must always be held by hand until the Brake comes off, and must never be fastened over.

NOTE.—*On some Companies' vehicles a switch is provided, as per diagram, to cut off the Brake, and in such cases the following regulations must be observed :—*



(i.) When the Brake has to be released, the pipe must first be taken off the stop plug at one end of the train or vehicle, and the lever handle moved from "Auto" to "Release," or "Cut-off."

(ii.) When the Brake gear on any vehicle is out of order the lever handle must be moved to the "Cut-off" position, care being taken that the Brake is properly released before doing so. This will prevent the Brake gear from working

on that vehicle, but will not interfere with the Brake on the remainder of the train.

(iii.) When any such vehicle is required to be shunted off, the same process must be gone through, care being taken by the person in charge of the shunting that the lever handle is returned to the "Auto" position after the Brake has been released.

7—VEHICLES PLACED IN SIDINGS.—When vehicles fitted with the Vacuum Brake are placed in Sidings, the Vacuum Brake must be released, and when it is necessary that a Brake should be applied for the purpose of keeping the vehicles from moving, the Ordinary Hand Brakes must be used, supplemented by scotches if necessary.

8—GENERAL.—(*a*) Vacuum Brake-pipes when not in use must not be left loose, but must be properly secured on the stop plugs provided for the purpose.

(*b*) To couple the hose pipes they must be taken one in each hand and lifted sufficiently high to hook the bottom horns of the couplings together first, and then when lowered the top horns of the couplings will fall in the slots.

(*c*) To uncouple the hose pipes they must be lifted straight up, when the horns at the top will come out of the slots, and the couplings will separate.

(*d*) When connecting or disconnecting Brake-pipes the men must be careful not to have in their hands waste or anything that might be drawn into the pipes by the suction of the vacuum.

(*e*) Care must be taken in uncoupling or coupling Brake-pipes that the washers are not displaced or lost.

(*f*) Shunters, Porters, and others are cautioned that in passing between vehicles they must not step on the Brake-pipes, or interfere with or damage the couplings.

(*g*) When vehicles are being moved by an engine for the purpose of being attached to a Passenger train, the Continuous Brake-pipes, where provided, must be connected, so that the Brake may be available during the operation.

(*h*) Any frozen snow or ice with which the hose pipe, couplings, or plugs, may have become coated must be cleaned off before attempting to couple them, so that the india-rubber washers may meet properly and be air-tight.

(*i*) Guards and others concerned must take care that articles are not placed in Guards' vans in such a position as to be liable to come in contact with the Lever of the Brake apparatus.

(B.) GENERAL REGULATIONS FOR WORKING THE WESTINGHOUSE AUTOMATIC BRAKE.

1—DESCRIPTION.—(*a*) Compressed air is the power employed to work the Brake, the air being compressed by a small steam pump on the engine. The Brake is automatic ; that is, it applies itself in the case of a break-away or failure of any vital part.

(*b*) All End-Pipes *operating* Brake-blocks are painted black, and all Pipes *not operating* Brake-blocks are painted a bright red.

(*c*) The engine, tender, and each vehicle is fitted with a main train-pipe, a coupling hose at each end, a triple valve, an auxiliary reservoir and a cylinder with piston and rod, connected with the Brake levers and blocks. A main reservoir for storing the air necessary for releasing the Brake and recharging the apparatus is also fixed on the engine.

(*d*) The pump on the engine forces the compressed air into the main reservoir, thence it passes through a small port in the Driver's Brake handle to the train-pipe running throughout the train, so that, whether standing or running, compressed air stands at equal pressure throughout the train-pipe from end to end, and in the triple valve and auxiliary reservoir on each vehicle, but in the main reservoir of the engine 10 lbs. extra are carried for releasing the Brake. The gauge on the engine and the gauge in the various vans show the pressure in the train-pipe, while the gauge on the engine also shows the pressure in the main reservoir on the engine only.

(*e*) To apply the Brake, air is allowed to escape from the train-pipe, which causes the triple valves to move, and allows the air in the small reservoirs to pass into the cylinders, force out the pistons and rods and press the blocks against the tyres.

(*f*) To release the blocks from the wheels, air is allowed to pass through the full opening in the Driver's valve from the main reservoir along the main train-pipe. This restores the triple valves,

recharges the auxiliary reservoirs, releases the air from the Brake cylinders, and allows the Brake-blocks to come away from the tyres.

INSTRUCTIONS.

2—DRIVERS.—(*a*) Drivers must satisfy themselves that the Westinghouse Brake is in proper working order before starting, and at each Station where the engine is changed, or where any vehicle is attached or detached. It must also be tested before descending steep inclines, and before passing the Distant Signal of a Crossing Station on a Single Line, or of any Terminus or other principal Station, and the speed of the train must be reduced by it. Drivers must enter such Stations, or a Dead-end Bay at any Station, at such a speed as to enable them to stop the train at the proper place.

(*b*) Unless the Westinghouse Brake is working properly when thus tried, the Driver must whistle for the Guard's Hand Brake, stop the train, and inform the Guard that the Westinghouse Brake is out of order, and that the Hand Brake must be relied upon for working the train. Special care must then be taken in approaching Stations at which the train has to stop.

(*c*) Drivers are responsible for the Brake couplings between the Engine and the first vehicle of the train being properly connected, and for seeing that the corresponding cocks in the main train-pipe are open. When an engine is attaching to a train, it must carry in the main reservoir sufficient air pressure to charge the vehicles of the train. After charging the train, also whilst standing at stations,

the Driver must keep his Brake handle in the running position, prepared to fully charge the train if further attachments are made, or to receive the Guard's Brake test if this is necessary, and to have the Brakes released when he gets the signal to start.

When an engine requires to be detached from a Passenger train at any Station **for shunting purposes** it is the duty of the Station Staff to do all attaching and detaching of the engine, but after the shunting operations have been completed and the engine is again attached to the train the Driver is responsible for seeing that the couplings between the engine and front vehicle are correct.

(*d*) The Brake must be applied with great care, so as to bring the train to a stand without rebounding or otherwise causing inconvenience to the passengers. For ordinary stops the valve should be opened, and again closed gently when the pressure has been reduced by about 5 to 12 lbs. according to the nature of the train being worked.

(*e*) A reduction of 25 lbs. applies the Brake with full force, but in cases of emergency the valve must be opened so as to let all the air in the train-pipe escape.

(*f*) To release the Brake, the Driver's handle must be put over into the release position, and kept there until the gauge shows the train-pipe pressure restored, when it must be brought back into the running position, and remain there while the train is running.

(*g*) In all cases of two or more engines being coupled together, the Westinghouse Brake must be connected, and the Driver of the engine which

is leading at the time must take control of the Brake power.

On engines fitted with a Driver's Brake handle of the type which has an isolating cock, the Driver of the second engine must close this isolating cock, thus cutting off all communication between his main reservoir and train-pipe, and thereafter, while this cock is closed, the Driver's handle may be kept in full release position and the Westinghouse Air Pump may be stopped.

On engines fitted with a Driver's Brake handle of the type which has not an isolating cock, the Driver's Brake handle of the second engine must be put and maintained in neutral position, thus leaving the full control of the Brake in the hands of the Driver of the engine which is leading. The Westinghouse Air Pump must be allowed to work slowly to maintain full pressure on the main reservoir.

The Driver of the second engine must take no action in ordinary stoppages, but he must at all times be prepared to apply the Brake in the case of emergency.

(*h*) The Driver, on finding that the Brake has been applied by the Guard, or automatically, must at once assist in stopping the train by putting the handle of the Brake-valve into the neutral position, so as to prevent any escape of air from the main reservoir.

3—GUARDS.—(*a*) Before leaving a Terminus and after the engine has been attached, after attaching or detaching vehicles on the journey, or on another engine being attached, the Rear Guard

must ascertain whether the hose-pipe couplings are connected, and the cocks in the train-pipe are all open throughout the train : also that all indicator discs of chain communication apparatus are lying in a horizontal position.

(*b*) A test must then be made by him by opening the cock in the rear Brake Van and slowly reducing the pressure in the gauge by 15 lbs., which will apply the Brakes. If the Brake connections throughout the train and with the engine are perfect, the Driver will, on the cock being shut by the Guard, make a further reduction of 10 lbs. and then restore the pressure in the train-pipe, which will release the Brakes on the whole train. When the gauge in the rear van shews that the train has been recharged from the engine, the Guard will exhibit a White Signal to the Driver, and continue to do so until it is acknowledged by the latter giving a Signal by hand during the day and by a White Light at night, indicating that the pressure is properly restored in the engine gauge. The White Signal must not be given by the Guard until there is a pressure of at least 40 lbs. indicated in the gauge, and he must record in his journal what the pressure was immediately after the test was made, and the pressure maintained on the journey.

The test should be made five minutes before the departure of the Train.

The White Signal and Green (Starting) Signal must not be exhibited by the Guard together.

Should there be a vehicle behind the rear Brake Van, air must be allowed to escape from the rear Stop Cock of that vehicle sufficient to apply the Brakes on the train, and, after this has been done,

the test from the rear Brake Van, as prescribed above, must be made.

(*c*) If the Guard, upon making the test, finds that the Brake connection is interrupted, he must exhibit a Red Signal to the Driver, and take steps to find out the cause of the interruption. He must first see that all the Westinghouse-pipes are properly coupled, and that the cocks are open throughout the train; and after the defect is put right the Brake must be again tested. If the Driver is still unable to release the Brakes, the Guard in charge must arrange with the Driver (and with the other Guard, or Guards should there be more than one), for the train to be worked with the ordinary Hand Brakes only, until the Westinghouse Brake has been put right. The Westinghouse Brake may, after this has been done, be released by means of the release wires.

(*d*) The Continuous Brake on Empty Coaching Stock trains must be tested in the same way as if the trains contained Passengers. The testing of the Brake must also be carried out when Empty Plant is being moved between Terminal Stations and Storage Sidings when the Sidings are not within Station limits.

(*e*) In the event of any of the Couplings of Vehicles on trains, loaded or empty, having become detached accidentally or otherwise after the prescribed test has been made, or on the journey, the Guard must be informed of the circumstance, and he must retest the Brake whether the flexible pipe has been disconnected or not.

(*f*) Guards must see that the Brake cocks in each van, and at the rear of the last vehicle on the train,

are closed before the engine is attached, so as to avoid waste of air.

(*g*) When they have occasion to apply the Brake from their van, they must open the cock and allow the air to escape until sufficient reduction is made to bring the train to a stand, but they should only use the Brake in cases of emergency. The Guard must use his discretion as to applying the Brake fully or gradually as circumstances may require.

(*h*) In the case of a train becoming divided, the Guard in the rear Van must put his Hand Brake hard on and secure it with the chain or strap, where provided, before going back to protect his train. He must also take any other measure that may be necessary to prevent the rear portion moving.

(*i*) Guards must screw the Hand Brakes clear off before starting, and affix the Brake chain or strap, where provided, to prevent the Hand Brake working on.

(*j*) The special attention of Guards is called to the first two clauses of the Drivers' instructions, and they must be prepared to use their Hand Brakes accordingly.

(*k*). To prevent any rebound of the carriages when the train is being brought to a stand, on the Driver releasing the Westinghouse Brake, the Rear Guard must apply his Hand Brake, and not release it until the Driver has released the Westinghouse Brake throughout the train.

4—CARRIAGE EXAMINERS.—(*a*) Carriage Examiners must see that the Brake connections are perfect, and properly adjusted for the wear of the

blocks and wheels; that the Brake-cylinders are perfect, and lubricated occasionally with fluid paragon grease by means of a syringe; that the couplings and other parts are tight; that the cocks are set properly; and that the Brake comes completely off.

(*b*) Each Brake-block should be $\frac{3}{8}$ in. or $\frac{1}{2}$ in. clear of the wheel. The van Brake-blocks require frequently taking up, but should not be too close to the wheels. The plug in the bottom of the triple valves should be unscrewed a turn occasionally to let water out. The triple pistons should work freely, and all triple valves must be examined once a year.

5—GENERAL.—(*a*) The Head Guard must, before starting, and at places where the engine is changed, or any vehicle is attached or detached, inform the Driver the number of vehicles there are on the train, and in the event of the Brake not being in operation on the whole of them, upon how many it cannot be applied. In each case the Driver must obtain this information from the Guard before he proceeds on his journey.

(*b*) The instructions in the preceding paragraph do not apply to trains running daily with the formation unaltered and the Brake complete. If, however, the formation is altered, or any vehicle is attached or detached, the Guard and Driver must communicate with each other.

(*c*) Before detaching the engine or any vehicle, the Brake must be released throughout the train.

(*d*) Failures or serious leaks must be corrected without delay, and the circumstances reported.

The Driver and Guard must report any irregularity in connection with the working of the Brake or defect in its action, or other special circumstance, and the Guard must, in addition, note the particulars in his journal.

(*e*) All the cocks should be open when the hose couplings are united except the cock at the rear of the train. These cocks must always be open after connecting the hose couplings, and always closed before separating them. The cocks are open when the handles stand across or away from the line of pipe, and closed when parallel to or alongside the pipe.

(*f*) The Brake can be released by opening the release valves on the pipes leading to the Brake-cylinders. This is done by means of the "Release" wire, and the valves close themselves by the wire being allowed to go free.

(*g*) A branch pipe connects the main train-pipe to the triple valve, and has a cock on it which, when closed, keeps off the Brake on that vehicle. When the cock stands parallel with the branch pipe the Brake is in working order. When it is necessary to put the Brake out of use on one vehicle only, the cock on the branch pipe must be turned at right angles to that pipe. When this is done by the Traffic Department Staff, the Driver must be at once advised, and the Carriage Examiner at the earliest possible opportunity.

(*h*) The Brake couplings must be uncoupled by hand in the proper way.

(*i*) No person must be allowed to tamper with any of the taps in the train, and Shunters, Porters, and

others are cautioned that in passing between vehicles they must not step on the Brake-pipes, or interfere with or injure the couplings.

(*j*) When vehicles are being moved by an engine for the purpose of being attached to a Passenger train the Continuous Brake-pipes, where provided, must be connected, so that the Brake may be available during the operation.

APPENDIX VI.

CODE

OF

TERMS AND REGULATIONS

APPLICABLE TO

BLOCK TELEGRAPH WORKING

ON

DOUBLE LINES OF RAILWAY.

Printed in Special Booklet.

APPENDIX VII.

CODE

OF

TERMS AND REGULATIONS

APPLICABLE TO THE

LOCK AND BLOCK SYSTEM

OF

TRAIN SIGNALLING.

Printed in Special Booklet.

APPENDIX VIII.

CODE

OF

TERMS AND REGULATIONS

FOR

TRAIN SIGNALLING BY BLOCK TELEGRAPH

ON

SINGLE LINES OF RAILWAY

Worked under the Train Staff or Train Staff and Ticket System.

Printed in Special Booklet.

APPENDIX IX.

CODE

OF

TERMS AND REGULATIONS

FOR

TRAIN SIGNALLING

ON

SINGLE LINES OF RAILWAY

Worked on the Electric Train Tablet or Electric Train Staff Block System.

Printed in Special Booklet.

APPENDIX X.

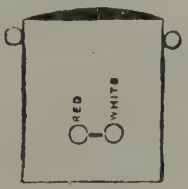
REGULATIONS FOR WORKING SLIP CARRIAGES.

1—(*a*) Every Slip carriage or set of Slip carriages must be accompanied by a Guard, who must ride in the Slip Brake compartment. Slip carriage to be accompanied by Guard.

(*b*) When Slip Carriages are run on a train the indications must be as follow :— Slip carriage Signals.

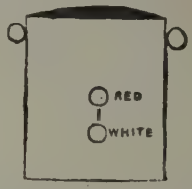
If there be only one Slip portion

One Red and one White Tail Light placed side by side on the rear of the Slip portion, thus :—

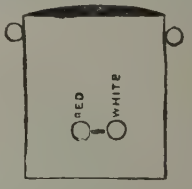


If there be two separate Slip portions on the same train

One Red and one White Tail Light placed vertically on the rear of the portion first to be Slipped, thus :—



One Red and one White Tail Light placed side by side on the second or inner Slip portion, thus : —



By day the Lamps must be encircled by Discs of the same colour as the Lights shown by night.

White Head Light to be carried on Slip portion.

(*c*) The Slip portion, or the first carriage where there is more than one to be slipped at the same Station, must, after dusk and in foggy weather or during falling snow, carry a White Head Light, in order that after the Slip portion has been detached, Signalmen and others may see it approaching.

NOTE.—*In addition to the Tail Lamps, as above, each set of "Slips" must carry*

Coupling of Slip carriages.

2—(*a*) Slip carriages must be coupled to the train by the ordinary screw coupling (and side chains where provided), until the train arrives at the last Station at which it stops, prior to passing the Station where the Slip portion has to be detached, from which point the Slip coupling alone must be used.

Removal of ordinary Tail Lamp from Slip portion.

(*b*) The Guard in charge of the train must, before the train starts from the last stopping Station, see that the ordinary Tail Lamp is removed from the Slip portion to the last vehicle of the main train.

When train is run in two portions.

3—Unless instructions to the contrary are issued by the General Superintendent, when a train, which conveys Slip carriages, has to be run in two portions, the first portion must not carry the usual Slip carriage signals, but must carry an additional Tail Lamp or a Red board or a Red Flag by day, and an additional Red Tail Light by night, to indicate that the train is running in two portions. The second train must convey the Slip portion, and carry the prescribed Slip carriage signals.

Testing of slipping apparatus.

4—(*a*) The Guard in charge of each Slip portion will be held responsible for seeing, by examination and testing before the train starts, that the brake, slipping, and other apparatus are in good working order, that at the last stopping station the Slip connection is properly made and secure, and that the prescribed Slip carriage signals are

When Slip coupling or other apparatus defective.

(*b*) Should the Slip coupling or other apparatus be defective, the Slip portion must be attached by the ordinary coupling (and side chains where provided), and the train must stop at the Slipping Station.

Slip carriage trains to be shown in Working Time-tables.

5—The trains on which Slip carriages are run, and the Stations at which they are to be slipped, are shown in the Working Time-tables, and no other train must be allowed to slip carriages without the sanction of the General Superintendent.

When Permanent-way operations are in progress at Slipping Stations.

6—(*a*) If Permanent-way operations should be in progress of a character to render it undesirable to Slip carriages, or if, owing to fog, falling snow, or other cause, the Station-master at a place where a carriage is usually slipped considers it desirable that the train should stop instead of the carriages being slipped, he must take care that the Fixed Signals are kept at Danger, and the train stopped at the Station for the Slip portion to be detached.

(*b*) Where practicable, the Station at which the train last stops must be advised by telegraph or telephone of the circumstances. The Station-master receiving this message must specially instruct the Driver, the Slip Guard, and the other Guards of the train that the train must stop at the Slipping Station instead of slipping the carriages, and he must see that the ordinary screw coupling is used instead of the Slip coupling.

(*c*) When no Slip carriage is available, and no notice has been issued that the Slip carriage will not be run, or if from any cause arising at the last stopping Station, a train is required to stop at a Station where it ordinarily slips, the Station-master at such last stopping Station must instruct the Driver and Guards that the train must stop at the Slipping Station, and he must see that the ordinary screw coupling is used instead of the Slip coupling. He must also advise by telegraph the Slipping Station. If train has to stop instead of slipping.

(*d*) When the Slip portion consists of more than the prescribed number of vehicles the ordinary screw coupling must be used and the train must be stopped at the Station at which the Slip portion is usually detached, that Station being also advised by telegraph or telephone that the train will stop, unless it is decided to run the train in two parts, for instructions as to which see Regulation 3. Coupling.

7—(*a*) The Slip Guard must exercise great care as to the point at which the Slip carriages are detached, having regard to the number of carriages in the Slip portion, the gradient of the Line, the state of the rails, and other circumstances. Slipping of Carriages.

(*b*) He must be careful to maintain a sufficient interval between the Slip portion and the train, so as to enable him to stop the Slip portion clear of the train in the event of the latter slackening speed or coming to a stand from any cause before reaching the platform.

(*c*) The Driver or Fireman and the Guards must look back where the Slip portion is usually detached, and on the side on which it can best be seen, in order to satisfy themselves whether or not it is properly detached; but no attempt must be made to stop the train unless a signal be received from the Slip Guard to do so.

(*d*) On approaching the Station at which the Slip carriages have to be left, the Slip Guard must look out for the Distant and Home Signals, and if the Distant Signal is at All Right, and the train is running at the usual speed, he must apply his Hand-brake so that the blocks may press slightly upon the wheels. He must then, and not before, uncouple the Slip portion, and immediately afterwards apply the Hand-brake a little more forcibly, so as to allow the train to get some distance from him, and must give the Driver and the Guard or Guards of the train an All Right Hand Signal by exhibiting a Green Flag by day or a Green Light by night, waved slowly up and down, and the Driver or Fireman must acknowledge the signal. He may then, if necessary, release his Hand-brake to allow the Slip portion to run to the platform. The carriages must not be uncoupled if the Driver is slackening speed, nor until the proper Signals are exhibited for the train to pass through the Station.

Continuous Brake.

(*e*) Except in case of emergency, the Continuous Brake must not be used by the Slip Guard after slipping.

When Home Signal put to Danger or train has to be stopped from any cause after Slip portion is detached.

(*f*) If, after the Distant Signal has been passed at All Right and the Slip portion has been detached, the Home Signal at a Slipping Station should be put to Danger before the train has passed, or should any other necessity arise for the Driver to reduce speed or stop the train after the Slip portion has been detached, he must immediately whistle for the brakes, and the Slip Guard must apply the Continuous Brake to prevent the Slip portion running into the train. The Slip Guard must not, however, rely upon the sounding of the whistle in such an emergency, but must keep a good look-out, after having detached the Slip portion, so that in the event of any Danger Signals being exhibited unexpectedly, he may be prepared to prevent the Slip portion from colliding with the train.

(*g*) If the Driver finds it necessary to stop his train otherwise than in obedience to a Danger Signal he must take care that he does not stop until the train is well clear of the platform at which the Slip portion will have to stop, in order to avoid the Slip portion coming into collision with the train.

Line not to be fouled between passing of trains and arrival of Slip portion.

(*h*) The Line on which the train is running must not be fouled between the passing of the train and the arrival at the platform of the Slip portion, and the Staff are cautioned against crossing the Line between the train and the Slip portion.

Where Public Level Crossing exists.

(*i*) Where there is a Public Level Crossing between the place where the Slip portion is detached and the Station, the Line must not

be fouled between the train and the Slip portion.

When Slip portion cannot be detached.

8—(*a*) If a Guard finds he cannot detach the Slip portion at the proper place he must give a Danger Signal to the Driver and the Guards of the train, by Red Flag by day, or Red Light by night. After the Guard of a Slip portion has given a Signal to the Driver to stop the train, he must not make any further attempt to detach the Slip portion until the train has stopped. The Slip Guard must always have his Hand Signals in readiness, so as to be able to give a Hand Signal promptly.

(*b*) If the Slip Guard has not obtained the attention of the Driver or Fireman in sufficient time for the train to be stopped at the Slipping Station, he must not make any further attempt to detach the Slip portion or stop the train, and the Slip portion must be taken forward to the next Station from which the passengers can be returned with the least delay.

Irregularities to be reported.

9—If there should be any irregularity in the working of the Slip portion, the Guard must immediately report full particulars to the General Superintendent, and also record the facts in his journal.

Slip carriages to be always sent by trains on which they are arranged to run.

10—Slip carriages, furnished with the prescribed Slip carriage signals, whether the train is ordered to stop at the Slipping Station or not, must always be sent by the trains on which they are arranged to run

except where a written or printed notice has been issued to all concerned that the Slip portion will not be run by the usual train, in which case that train will not carry the usual Slip carriage tail signals.

When train has to call at Slippin Station.

11—When from any cause the train is required to call at the Slipping Station, and no previous written or printed notice has been issued to that effect, the usual Slip carriage tail signals must be placed on the rear vehicle of the train. The Slip carriage tail signals must be removed at the usual Slipping Station and the ordinary tail lamp put on.

Station-masters and Inspectors to see that Guards are competent to work Slip carriages.

12—Station-masters and Inspectors must satisfy themselves that Guards working Slip carriages are thoroughly competent, accustomed to the working of the Slip apparatus, and well acquainted with the duty and the places where they have to detach Slip carriages.

Return of Discs or Lamps.

13—The Special Discs or Lamps must be returned with the Slip carriage, and any irregularity in working them must be immediately reported to the General Superintendent.

APPENDIX XI.

REGULATIONS FOR WORKING COMMUNICATION BETWEEN PASSENGER, GUARD, AND DRIVER BY MEANS OF THE AUTOMATIC BRAKE.

1—(*a*) A passenger requiring to communicate with the Guard and Driver will pull down the chain provided for the purpose. This will cause the partial application of the brake which will be indicated by the gauges on the engine and in the Guard's van.

(*b*) A small red disc will be exhibited on each side of that carriage from which the communication has been made.

(*c*) The Guard can ascertain from which compartment of the carriage the alarm has been given by the slackness of the communication chain.

(*d*) After the chain has been pulled, the Guard must take care that the red discs at the end of the carriage are replaced to their normal position.

2—(*a*) When the Driver observes that the brake is being applied, he must infer that the communication has been used, and must stop his train with as little delay as possible, having due regard to Rule 225 in the Company's Book of Rules and Regulations. He must, however, exercise discretion in stopping, it being undesirable to bring the train to a stand on an over-bridge, or a viaduct, on catch-points, or in a tunnel, or other places of a similar character.

(*b*) In the case of a train being worked by the Vacuum Brake, if an unusual diminution of Vacuum occurs the Driver must infer that the communication has been applied.

(*c*) If the Guard should have reason to think the Communication Chain has been pulled, but not noticed by the Driver, he should take steps to stop the train by the application of the Brake from his Van, bearing in mind the instructions laid down in paragraph (*a*).

3—When the train has been brought to a stand it must be protected as prescribed in Rule 219, clause (*f*).

4—The Guard must take steps to ascertain why, and by whom, the communication has been applied, and should the alarm have been mischievously given, or for an insufficient cause, the names and addresses of all the passengers in the compartment

must be taken, in order that the offending passenger may be properly dealt with.

5—The Guard must, in addition to the notes in his journal, specially report any use that may have been made of the communication on the journey, or any failure in its action.

6—Before the train commences its journey, the Guard must satisfy himself that the discs are in their normal position.

7—In the case of Carriages fitted with the combined Westinghouse and Automatic Vacuum Brake, the Vacuum Brake —when in use—is partially applied, and discs are turned by pulling the chain in exactly the same way as with the Westinghouse Brake.

APPENDIX XII.

INSTRUCTIONS FOR PROTECTION OF CARRIAGE CLEANERS, GASMEN, LAMPMEN AND OTHERS WORKING ON COACHING STOCK.

(A)—Where an Engine is not attached to the Vehicles.

1—Before any of the above-named men commence work—

(*a*) Upon the outside of vehicles on any Line or Siding on which it is possible for other vehicles to be shunted against them,

(*b*) Which necessitates the use of steps or ladders inside the vehicles or involves the men placing themselves in such a position that they might lose their balance if the vehicles are moved,

A RED FLAG by day, or a Lamp showing a RED LIGHT by night and in foggy weather or during falling snow, must be placed on the end of the last vehicle nearest the direction from which vehicles might be shunted against those on which the men are at work. If it is possible for vehicles to be shunted against both ends of the vehicles on which the men are at work, the above precautions must be taken at both ends.

2—If the vehicles are standing on a Line adjoining a Running Line, the RED FLAG or

Lamp showing a RED LIGHT must be placed on the side farthest away from the Running Line. When the vehicles are standing at a platform the Flag or Lamp must be on the platform side.

3—Each Carriage Cleaner, Gasman, or Lampman, is responsible for seeing that he is protected by a RED FLAG or a Lamp showing a RED LIGHT before commencing work, in accordance with the foregoing clauses; but should more than one man or set of men be separately at work on the same vehicles, or on the same Line or Siding, each man or set of men must be separately protected. Each man working alone, or where more than one man is engaged the man in charge, will be held responsible for carrying out these Instructions.

4—The man in charge of the work, or a man working singly, must, before work is commenced, also satisfy himself that no shunting operations are in progress affecting the vehicles on which work is to be done.

5—When vehicles in a Siding adjoining a Running Line, or on a Running Line adjoining another Running Line, are being cleaned or gassed, a good look-out must be kept and care must be taken to see that doors are not left open on the Running Line Side. Planks or steps must not be used on the side of vehicles next to a Running Line except when authorised by the Carriage and Wagon Superintendent and General Superintendent.

(B)—Where an Engine is attached to the Vehicles.

6—Before supplying gas to a train or vehicles the man concerned must place a RED FLAG by

day, and a Lamp showing a RED LIGHT by night and in foggy weather or during falling snow, on the side of one of the vehicles for the guidance of the Traffic Department Staff and Enginemen. In the case of a train standing at a platform the Flag or Lamp must be placed on the platform side.

7—Passenger Trains or vehicles must not be moved whilst Lampmen or others are at work on the top of the vehicles.

(C)—General Instructions.

8—Whilst the Red Flag or Red Light is exhibited, the vehicles so protected must not be moved, nor must others be shunted against them, until the Flag or Lamp has been removed. Persons responsible for starting Passenger Trains must be careful to see that no Red Flag or Red Light is exhibited before giving the signal for the train to start.

9—Enginemen and Shunters are particularly warned to satisfy themselves, when approaching and before coming into contact with vehicles standing on platform and other lines or sidings, and before backing on to or attaching or detaching vehicles to or from trains at platforms, that no Red Flag or Red Light is exhibited.

10—Shunters and others must keep a good look-out when shunting on Lines adjacent to those occupied by vehicles on which men are at work.

11—The Lamp or Flag exhibited for the protection of the men must be removed only after the work has been completed or has been suspended

to admit of the vehicles being moved, and the man before removing it must satisfy himself that the men concerned are clear.

12—Carriage Cleaners and others must not pass under, over, or between the buffers of vehicles, nor between the stop blocks and the nearest vehicle, when less than a carriage length apart. When necessary, men may pass through a van or THIRD class compartment, but must take care to close and fasten the doors after them.

13—Carriage Cleaners and others are strictly forbidden to STAND on the lines between vehicles or between a vehicle and the stop block unless they are properly protected in accordance with the above Instructions.

14 - The attention of the staff concerned is specially directed to Rule 24 in the Book of Rules and Regulations.

15—Where women are employed the same Instructions will apply to them as to men.

INSTRUCTIONS FOR PROTECTION OF CARRIAGE AND WAGON EXAMINERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK.

These Instructions must be observed by the Employees of Private Wagon Repairing Firms as well as by the Railway Staff.

(A)—In Repairing Shop Sidings, and Sidings specially set apart for the purpose of repairing

Carriage or Wagon Stock, where protection is afforded against Shunting by means of padlock and key.

1—The points leading to the Sidings referred to above must be kept padlocked in such a manner as to protect the men working in the Sidings.

2—Before any work is commenced on such a Siding it is the duty of the workman, or where more than one man is engaged of the man in charge, to examine the points giving access to the Siding and satisfy himself that they are securely padlocked in such a manner that a shunt cannot be made into the Siding on which they intend to work.

3—Should the points be found not properly padlocked so as to afford the necessary protection, the Inspector, or other person in charge of the shunting must be applied to and the points padlocked before the work of repairing is commenced.

4—Before the points of such Sidings are unlocked for shunting purposes, or to enable vehicles to be placed in or removed from the Sidings, it must be ascertained whether any men are engaged on vehicles placed therein, and the padlock must not be taken off until such men have been warned to place themselves in a position of safety, nor must work be resumed by them until the points have again been padlocked.

(B)—In Sidings and on Lines other than those referred to above.

5—Before any work is commenced it is the duty of the workman, or where more than one man is engaged of the man in charge, to go to the Station-

master, Inspector, or other person in charge of the Line or Sidings and advise him of what work is about to be done, and obtain his permission for the work to be carried out.

6—A RED FLAG by day, or a Lamp showing a RED LIGHT by night and in foggy weather or during falling snow, must be placed at the end of the last vehicle nearest the direction from which vehicles might be shunted against those on which the men are at work. If it is possible for vehicles to be shunted against both ends of the vehicles on which the men are at work, the same precautions must be taken at both ends.

7—If the vehicles are standing on a Line adjoining a Running Line, the RED FLAG or Lamp showing a RED LIGHT must be placed on the side farthest away from the Running Line. When the vehicles are standing at a platform the Flag or Lamp must be on the platform side.

8—Each man employed on the repairs is responsible for seeing that he is so protected by a RED FLAG or a Lamp showing a RED LIGHT before commencing work, but should more than one man, or set of men, be separately at work on the same Line or Siding, each man, or set of men must be separately protected.

9—The wheels of the vehicle to be repaired must be carefully spragged or securely scotched, and if other vehicles are standing on the same Line or Siding, one or two brakes must be applied on the vehicles both in the front and in the rear of the one to be repaired, or the wheels of such vehicles must be spragged or scotched.

10—Before commencing work UNDERNEATH a vehicle, attached to an Engine, the Driver and Guard, as well as the Station-master, Inspector, or person in charge, must be advised, and instead of the Flag or Lamp being placed as prescribed in Clause 6, a man with a Red Hand Signal must stand in the best possible position and keep a good look-out for the protection of the workmen.

When carriages or wagons are being repaired or examined underneath, and there is not an Engine attached, the instructions in clauses 5, 6, 7, 8, 9, 11, 12, and 13, must be observed.

11—The Flag or Lamp exhibited for the protection of workmen must be removed only by the man who fixed it, after the work has been completed or has been suspended to admit of the vehicle or vehicles being moved. The person in charge of the traffic operations must be duly advised. Care must be taken to see that all concerned are clear and all Scotches and Sprags have been taken away before the Flag or Lamp is removed.

12—Each man working alone, or where more than one man is engaged the man in charge, will be held responsible for carrying out these Instructions.

13—Whilst the Red Flag or Red Light is exhibited, the vehicle or vehicles so protected must not be moved, nor must others be shunted against it or them.

(C)—General Instructions.

14—Where there are Repairing Shop Sidings, or where Sidings are set apart for the purpose, wagons

and other vehicles must (as far as practicable) be repaired or lifted in such Sidings.

15—Shunters and others must keep a good look-out when shunting on Lines and Sidings adjacent to those occupied by vehicles on which men are at work, and must, before commencing such shunting, warn the men engaged on the vehicles what they are about to do.

16—Each Department concerned and each Private Wagon Repairing Firm will supply the Red Flags and Lamps of a pattern approved by the Railway Company concerned for their own staff.

17—The attention of the Company's staff concerned is specially directed to Rule 24 in the Book of Rules and Regulations.

(Supplement No. 4.)

London Midland and Scottish Railway

(NORTHERN DIVISION).

Alterations of and Additions to Rules

CONTAINED IN THE

BOOK OF RULES AND REGULATIONS

(1926).

(To operate as from 1st January, 1929.)

The following alterations of and additions to the Rules will come into force as above, and all concerned must make themselves thoroughly acquainted with the same, so that they may be prepared to act upon them on and from the date mentioned.

The Rules affected are Nos. 71, 73, 184, 217 and 223.

RULE 73—Clauses (*c*) and (*o*) amended.

Duties of Hand-signalman.

(*c*) The Hand-signalman must ascertain from the Signalman in charge of the Signal-box what train he is to bring forward, and, if the train which is to be brought forward is approaching Facing Points or Switch Diamonds, he must, before signalling it forward, inform the Signalman in charge of the Signal-box the position of such Points, and satisfy himself that they are set and secured by clip or scotch in position for the Line on which the Signalman in the Signal-box intends the train should run.

(*o*) If before the Hand-signalman takes up his duties, it should be necessary for a train to be brought past any Signal, other than a Distant Signal, whilst it is at Danger, the Signalman must, where circumstances permit, proceed to the defective Signal, and explain to the Driver why it cannot be lowered. If, however, the Signalman is unable to leave the Signal-box, and there are no Facing Points over which the train has to run, he must, after the train has come to a stand, and there is no risk of another Driver mistaking a Hand-signal, exhibit to the Driver a Green Hand-signal, held steadily in the hand, which must be regarded by the Driver as an instruction to pass the Signal at Danger and proceed as far as the Signal-box to receive any instructions which may be necessary. If there are Facing Points the Signalman

must, before authorising the Driver to pass the defective Signal, satisfy himself that they are set in position for the line over which the train has to run, and the Driver also, before passing over such points, must satisfy himself that they are in the right position for his train.

RULE 184—Clause (*c*) amended.

(*c*) Vehicles standing in Sidings must be properly secured and left sufficiently clear of the fouling points of any adjoining Sidings or Lines, to admit of any one engaged in shunting operations passing safely between such vehicles and any vehicles that may be standing, or are being shunted on adjoining Sidings or Lines.

Staff riding on engines, or vehicles, or when on the ground alongside vehicles, at converging points in Sidings, must take special care that there is sufficient clearance for their safety.

RULE 217—Clause (*b*) amended.

(*b*) Should the train have arrived at the Home Signal, or any Line be obstructed within the protection of Home Signals worked from a Signal-box, the Guard or Fireman nearest to the box must immediately advise the Signalman of the circumstances, and if no train is approaching on the obstructed Line or Lines, the instructions contained in Rules 217A, 218 and 219 need not be carried out, except when the

block apparatus has failed and (i) the train is standing at the Home Signal, (ii) the whole of it is not within the protection of that Signal, (iii) the train has arrived within the Home Signal and that Signal remains in the clear position. In all cases, however, should a train be approaching on the obstructed Line or Lines the Guard or Fireman must immediately go towards such train exhibiting a Hand Danger Signal and put down detonators in accordance with Rules 217A, 218 and 219 in addition to advising the Signalman.

RULE 223—Amplified.

(*a*) When moving in the wrong direction, as laid down in Rules 221 and 222, the Driver must proceed cautiously, travel at reduced speed, and make frequent use of the engine whistle by giving a series of "pop" whistles.

(*b*) When returning in the wrong direction to the rear portion of a train left on a Double or Single Line, a White Light must be carried on the engine or leading vehicle when passing through a tunnel or after sunset or in foggy weather or during falling snow.

Each man is requested to paste this leaflet at the end of his Rule Book.

BY ORDER.

London Midland and Scottish Railway.

(NORTHERN DIVISION.)

Alterations and Additions of Rules

CONTAINED IN THE

BOOK OF RULES AND REGULATIONS (1926).

(To operate as from 1st July, 1927.)

The following alterations and additions of Rules will come into force as above, and all concerned must make themselves thoroughly acquainted with the same, so that they may be prepared to act upon them on and from the date mentioned.

The Rules affected are Nos. 184 and 279.

RULE 184, clause (*c*) amended :—

Vehicles standing in Sidings.

(*c*). Vehicles standing in sidings mu properly secured and left sufficiently of the fouling points of any adjoi Sidings or lines to admit of shu operations being carried on without of injury to the staff engaged in condu them.

Staff riding on engines or vehicle when on the ground alongside vehicle converging points in Sidings must special care that there is sufficient c ance for their safety.

RULE 279, clause 1 to become 1 (*a*).

New clause 1 (*b*) as follows :—

Instructions respecting Explosives, etc.

(*b*) Casks, drums, or other recept which are unsound or leaking, must n accepted for conveyance. If leakage receptacles containing Dangerous G occurs in transit, such receptacles n if loaded with other Goods, be unlo and the circumstances reported by wi the District Goods Manager for Chen advice.

Each man is requested to paste this l at the end of his Rule Book.

BY ORDE

(Supplement No. 2.)

London Midland and Scottish Railway

(NORTHERN DIVISION).

Amendment of Rule 279

AS CONTAINED IN THE

BOOK OF RULES AND REGULATIONS

(1926).

(To operate as from 1st January, 1928.)

JOHN HORN, Ltd., Printers, Glasgow.

Rule 279. Clause 2 *added to* :—

When small lots of such traffic are loaded with other goods and are dealt with through the Companies' Sheds, arrangements must be made for their immediate removal therefrom.

Clause 4 *added to* :—

The vans must be kept clean and nothing must be conveyed in them except Explosives and the Magazine Boots.

Clause 7 *amended* :—

7. Vehicles containing Explosives or Highly Inflammable Liquids must be placed as far as practicable from the Engine and the Guard's Brake Van.

Clause 8 *amended* :—

8. Not more than five vehicles containing Explosives must be conveyed by any one train at any one time, and these must not be placed on the train near to vehicles containing Inflammable Liquids or other traffic of an inflammable nature.

Clause 12 *added to* :—

Small lots received loaded with other goods and dealt with through the Sheds must be immediately removed therefrom.

Each man is requested to paste this leaflet at the end of his Rule Book.

By Order.

(Supplement No. 3.)

London Midland and Scottish Railway

(NORTHERN DIVISION).

Alterations and Additions of Rules

CONTAINED IN THE

BOOK OF RULES AND REGULATIONS

(1926).

(To operate as from 1st July, 1928.)

The following alterations and additions of Rules will come into force as above, and all concerned must make themselves thoroughly acquainted with the same, so that they may be prepared to act upon them on and from the date mentioned.

The Rules affected are Nos. 120, 188, 217, and 279 and Appendices V. and XII. to Rule Book.

RULE 120—Revised as under :—

Traction engines, &c., crossing Line.

120—(*a*) Unless special authority be given to the contrary, Traction or other heavy engines, heavy vehicles or heavily-loaded vehicles, whether mechanically propelled or otherwise, or droves of animals, must not be allowed to cross the Line when any train can be seen or is known to be approaching the Crossing.

(*b*) Station-masters must, as far as practicable, request users of Traction or other heavy engines in their neighbourhood to give reasonable notice to the nearest Station-master on each occasion of their intention to pass such engines over the Line at a Public Level Crossing not provided with Fixed Signals.

Station-masters must also request users of Traction or other heavy engines, or heavy vehicles, whether mechanically propelled or otherwise, to give reasonable notice to the nearest Station-master on each occasion of their intention to pass such engines or vehicles over the Line at an Occupation Level Crossing.

(*c*) On receipt of an intimation, the Station-master must arrange for men with Hand Signals and Detonators to be sent out at least three-quarters of a mile from the Level Crossing in each direction to secure the safety of trains during the passage of the Traction or other heavy engines, &c.,

across the Line. If necessary, the services of Undermen must be obtained for this purpose.

The same precautions must be taken by Station-masters in the case of other engines or vehicles should they be advised by the user that any such engine or vehicle is liable to be held up and so obstruct the Line.

(*d*) Where telephonic communication is provided between the Level Crossing and the Signal Box it will not be necessary to send out men as directed in clause (*c*), but the Crossing-keeper must communicate with the Signalman and obtain his permission for the Traction or other heavy engine, &c., to cross the Line. The Signalman must not give such permission after he has lowered his Signals for or has allowed a train to proceed towards the Crossing, nor when a train has been signalled to him from the Box on the other side of the Crossing, until he is satisfied that such train or trains have passed the Crossing. After the Signalman has given permission for a Traction or other heavy engine, &c., to cross the Line he must not allow a train to proceed towards the Crossing or give permission for a train to approach from the Box on the other side of the Crossing until he has ascertained from the Crossing-keeper that the Traction or other heavy engine, &c., has passed over the Line.

(*e*) In the event of any person after being advised in accordance with clause (*b*) crossing the Line with a Traction or other

heavy engine at a Public Level Crossing not provided with Fixed Signals, or with Traction or other heavy engines, or heavy vehicles, whether mechanically propelled or otherwise, at an Occupation Level Crossing, without giving notice to the nearest Station-master, the matter must be promptly reported to the General Superintendent, with the name and address of such person.

RULE 188—New clause (*c*), added :—

(*c*) Cranes belonging to the Engineering Department may be conveyed by ballast trains, provided there is a man in charge of the Crane, and that it is attached as near as possible to the brake van. Conveyance of travelling Cranes by ballast train.

No ballast train by which a Crane is conveyed must run more than 30 miles without a stop.

RULE 217—New clause (*c*) :—

Should a train be detained at a Station by Station duties for a period of five minutes beyond its booked time and the Signal-box is switched out of circuit, the Station-master, or person in charge, will be held responsible for the Signals being placed at Danger, where the train can be protected by such means. The Signals must again be lowered after the train has left the Station and is continuing its journey. At places where Signal protection

cannot be afforded, the Station-master, or person in charge, must arrange for the Guard, or some other competent person, to protect the train in accordance with Rule 217A, and must see that the necessary Detonators, Flag, and Hand-lamp are readily available to enable these instructions to be complied with. At places where there is no Station Staff on duty the Fireman must protect the train.

Where possible, the Signalmen at the Box in advance and at the Box in rear must be advised that the train is so detained.

The Fixed Signals must not be relied upon for the protection of a train unless they are plainly visible to a Driver, and the Signal Lamps are lighted, if necessary.

Note.—Where the Signals are interlocked with the Block Instruments the Signals must not be placed at Danger for the protection of the train but the train must be protected in accordance with Rule 217A.

RULE 279—A second paragraph added to sub-clause 3 as under :—

In connection with Liquified Chlorine in drums (gross weight approximately between 10 cwts. and 2 tons each) the following conditions must be strictly adhered to in addition to those contained in the Dangerous Goods Classification :—

(*a*) The drums must be conveyed in through wagons to destination and not transhipped.

(*b*) They must as far as practicable be dealt with entirely in the open.

(*c*) They must be adequately secured and scotched to prevent rolling in the wagons.

(*d*) Suitable hooked chains for use in unloading must be sent to destination Station by the sending Station in the same wagon as the drums.

(*e*) The types of wagons used must be such that the unloading can be performed without the drum at any time beinglifted to a height exceeding 6 feet from the rail level.

(*f*) Wagons containing drums of Liquified Chlorine must not contain any corrosive or heavy articles likely to damage the drums or other articles likely to be damaged by Chlorine, and must have affixed a suitable label, to be provided by the Consignor, indicating the nature of the contents of the drums and the necessity for care to be exercised in dealing with the wagons and contents.

(*g*) If the drums are carted by the Railway Company, the unloading at the Consignee's premises must be performed entirely by and at the responsibility of the Consignee.

APPENDIX V.

GENERAL REGULATIONS FOR WORKING THE VACUUM AUTOMATIC BRAKE.

RULE 2—**How applied and taken off** :—

Clause (*d*) revised as under :—

When it is necessary for the Guard to stop the train owing to his becoming aware that the Driver is not going to make a booked stop, or to any other emergency, he must apply the Automatic Brake by opening the valve in his van, and keep it fully open until the speed is so reduced that he is satisfied the Driver has become aware that the train is required to stop. The Guard should then close the valve and leave the Driver to bring the train to a stand at the most convenient situation.

In the case of a Guard becoming aware that part of the train has become derailed he should apply the Brake by opening the valve in his van, and keep it fully open until the train has come to a stand.

APPENDIX XII.

INSTRUCTIONS TO BE OBSERVED FOR THE PROTECTION OF CARRIAGE CLEANERS, GASMEN, LAMPMEN, AND OTHERS WORKING ON COACHING STOCK.

(A)—Where an Engine is not attached to the Vehicles.

CLAUSE 1—Additional paragraph :—

When the leading vehicle is standing outside a shed, or partly inside a shed and partly outside, the RED FLAG or Lamp must be placed on the front end of this vehicle, but when the leading vehicle stands wholly inside a shed, the RED FLAG or Lamp must be exhibited at the entrance to the shed on the Line upon which the vehicles are standing, the Flag Staff being fixed in the socket provided in the sleepers, and the Lamp placed, when required, over the Flag Staff socket.

CLAUSE 5—Revised :—

When vehicles in a Siding adjoining the Running Line, or on a Running Line adjoining another Running Line, are being cleaned or gassed, a good look-out must be kept and care must be taken to see that doors are not left open on the Running Line Side. Planks, steps **or long handled brushes** must not be used on the side of vehicles next to a Running Line except when authorised by the Carriage and Wagon Superintendent and General Superintendent.

(B)—Where an Engine is attached to the Vehicles.

CLAUSE 6—Revised :—

Before supplying gas or water to a train or vehicles the man concerned must place a RED FLAG by day, and a Lamp showing a RED LIGHT by night, and during fog or falling snow on the side of one of the vehicles for the guidance of the Traffic Department Staff and Enginemen. In the case of a train standing at a platform, the Flag or Lamp must be placed on the platform side.

(C)—General Instructions.

CLAUSE 10—Revised :—

Shunters and others must keep a good look-out when shunting on Lines adjacent to those occupied by vehicles on which men are at work. Shunters and others concerned are instructed that the greatest care must be exercised when shunting vehicles into carriage sheds, platforms, or other lines and sidings, where coaches stand for cleaning purposes as there is a possibility of employees being at work inside the vehicles.

Exception to Clauses 1, 8 and 9.

New Clause 16 :—

The instructions with regard to placing a RED FLAG or Lamp showing a RED LIGHT on the end of each train do not apply in the case of through trains while being supplied with gas or water at passenger Stations, but in such cases a RED FLAG or Lamp showing a RED LIGHT must be placed on the platform side of the train in accordance with clause 6.

Should it be necessary, after the Flag or Lamp has been placed on the platform side of any such train, to attach or detach vehicles or to change engines, this may be done under the supervision of the person responsible for starting the train, but great care must be taken to see that the train is not moved until the men concerned have ceased work and are clear of the train.

Each man is requested to paste this leaflet at the end of his Rule Book.

By Order.

(*Supplement No. 5*)

London Midland and Scottish Railway

(NORTHERN DIVISION).

Alterations of and Additions to Rules

CONTAINED IN THE

BOOK OF RULES AND REGULATIONS

(1926).

(To operate as from 1st July, 1929.)

The following alterations of and additions to the Rules will come into force as above, and all concerned must make themselves thoroughly acquainted with the same, so that they may be prepared to act upon them on and from the date mentioned.

The Rules affected are Nos. 23, 47, 71, 73 and 273, and Nos. 3 and 4 of the General Regulations for working the Vacuum Automatic Brake.

RULE 23, clause (*b*)—Amended :—

Vehicles with Communicating Gangways.

(*b*) Men must not go between two vehicles either of which is fitted with a gangway, or between an engine and a vehicle so fitted, to couple or uncouple, until both have been brought to rest.

Men must not remain between two vehicles both of which are fitted with a gangway, during an "easing up" movement, but must stand clear of the vehicles until they are at rest.

RULE 47—Amended :—

GROUND SIGNALS (DISC OR DWARF) AND SEMAPHORE SIGNALS WITH SMALL ARMS WHEN USED IN PLACE OF DISC OR DWARF SIGNALS.

Ground Signals (Disc or Dwarf) and Semaphore Signals with Small Arms.

47—(*a*) Disc or Dwarf Signals, or Semaphore Signals with small arms, are used to regulate the passage of Trains from a Siding to a Running Line, from a Running Line to a Siding, between one Running Line and another, or to control Shunting operations, and, except as shown below, the Danger Signal is shown in the daytime by a Red Disc, or Dwarf Signal with a Short Red Arm, and at night by a Red Light.

In some cases these Signals have a Yellow Disc or Arm, and by night exhibit a Yellow Light, and they may be passed, without being turned off or lowered, for movements in a direction for which the Signal when turned off or lowered does not apply.

(*b*) The All Right Signal is shown in the daytime by the Disc being turned off, or the Arm being lowered, and at night by a Green Light.

Note.—*On some Companies' Lines a small White Light is used as the Danger Signal, and on other Companies' Lines no light is shown to indicate the Danger position.*

RULES 71 and 73.—Additional paragraph to Rules 71 (*b*), 71 (*g*), and 73 (*b*).—

The Home Signal will also be fixed at Danger where necessary. At important Junctions, where there are a number of facing points, and where one point only has to be disconnected, the Junction signals will not in every case be fastened to Danger, but trains must be brought to a stand at the Home signal, and the Drivers cautioned before the Home signal is lowered.

RULE 273, clauses (*c*) and (*e*)—Amended :—

(*c*) When work is about to be undertaken on or near Lines in use for traffic, and danger is likely to arise, the Ganger or other person in charge must appoint

Appointment of Look-out Men.

one or more persons as may be necessary expressly to maintain a good look-out, and to give warning of any train approaching and he must satisfy himself that the Look-out Man is properly equipped, is stationed in a suitable position, and is wearing distinctive badge.

Look-out Men in Tunnels, etc.

(*e*) In Tunnels and in other places where the approach of trains cannot be observed or heard in time for the men to get out of the way, the Ganger, or other man in charge of the Gang for the time being, must appoint one or more Look-out Men to give the necessary warning. On Single Line the working party must be protected in both directions.

APPENDIX V.

(A.) GENERAL REGULATIONS FOR WORKING THE VACUUM AUTOMATIC BRAKE.

REGULATION 3—**Starting**—Clause (*b*)—Amended :—

(*b*) When the Brake-pipes have been connected, the Driver must create a vacuum of not less than 19 inches, and not more than 21 inches on the engine and maintain it throughout the journey.

The Guard must see by the vacuum gauge in the last brake vehicle that not less than 17 inches of vacuum is obtained and report if otherwise to the Driver.

REGULATION 4—**During Journey**—Clause (*a*)—

Amended :—

(*a*) If during the journey the Guard finds that the gauge in his van shows less than the required vacuum, *i.e.*, 17 inches (unless he is satisfied that such is caused by the Driver applying the Brake), he must be prepared to apply his Hand Brake as may be required.

Each man is requested to paste this leaflet at the end of his Rule Book.

BY ORDER.

(Supplement No. 6.)

London Midland and Scottish Railway.

(NORTHERN DIVISION.)

Alterations of and Additions to Rules

CONTAINED IN THE

BOOK OF RULES AND REGULATIONS (1926).

(To come into operation on September 23rd, 1929.)

The following alterations of and additions to the Rules will come into force as above, and all concerned must make themselves thoroughly acquainted with the same, so that they may be prepared to act upon them on and from the date mentioned.

The Rules affected are Nos. 40, 45, and 50.

RULE 40, clause (*d*) amended :—

Trains allowed to proceed under Block Reg. 5. (Warning arrangement).

(*d*) When a train is allowed to go forward under block regulation 5 and a stop signal is provided in advance of the box, the signalman must, if the train has not already passed the home signal, bring it quite or nearly to a stand at that signal before lowering it, and, unless a fixed warning signal is provided, must as the train is approaching the box exhibit to the driver a green hand signal, held steadily, which the driver must acknowledge by giving a short whistle as an indication that he understands that the section is clear to the next home signal, but that the station or junction ahead is blocked. The necessary fixed signals may then be lowered for the train to proceed. If the driver does not acknowledge the hand signal the signal controlling the entrance to the section ahead must not be lowered until the train has been brought to a stand at it.

If there is not a stop signal in advance of the box, the signalman must, unless a fixed warning signal is provided, stop the train at the home signal and verbally instruct the driver that the section is clear to the next home signal but that the station or junction ahead is blocked, after which a green hand signal, held steadily, must be exhibited to the driver. Should, however, the home signal be at such a distance from the signal box that it is not possible for the signalman to communicate verbally with the driver when the engine is standing

at the home signal, the signalman must, after bringing the train to a stand at the home signal, lower it, or the calling-on arm where provided, to allow the driver to draw to his box, and must stop the train at the box by exhibiting a red hand signal. The driver must then be verbally instructed that the section is clear to the next home signal but that the station or junction ahead is blocked ; after which a green hand signal, held steadily, must be exhibited to the driver.

If the train is assisted by an engine in rear, or two trains are coupled together, a green hand signal, held steadily, must be exhibited to the driver of each engine.

Where a warning signal is provided the green hand signal must not be exhibited, but the warning signal must not be lowered until the train has been brought quite, or nearly, to a stand at it.

Delete clauses (*e*) and (*f*).

RULE 45, clause (*c*) amended :—

(*c*) Except where instructions are issued to the contrary, when a train has passed the signal box and is brought to a stand owing to the signal controlling the entrance to the section ahead being at danger, the lowering of such signal must be taken by the driver as an indication that the section is clear to the next home signal but that the station or junction ahead is blocked, and he must regulate the speed of his train accordingly. When train brought to a stand at signal controlling entrance to section ahead.

RULE 50, clause (*b*), paragraph 13 amended.

13. To indicate to driver that section is clear, but station or junction is blocked.—Rule 40.	Green hand signal held steadily by signalman as train is approaching the box or after giving verbal warning.

Each man is requested to paste this leaflet at the end of his Rule Book.

BY ORDER.

London Midland and Scottish Railway.

(NORTHERN DIVISION.)

Alterations of and Additions to Rules

CONTAINED IN THE

BOOK OF RULES AND REGULATIONS (1926).

The following alteration of Rules 97 and 230 came into force on September 23rd, 1929:—

RULE 97—Revised as under:—

97—At Signal Boxes which are switched out or closed during certain periods of the day or night, the Signalman must not leave duty before the appointed time.

RULE 230:—

Add after the word "Working" in line 14, page 204:—"or Block Telegraph Regulation 25, clause (a) (iii.)."

The following alterations of and additions to Rules 50, 113, and 217, and Appendix I. will come into force on January 1st, 1930, and all concerned must make themselves thoroughly acquainted with the same, so that they may be prepared to act upon them on and from the date mentioned.

RULE 50—Additional clause, 19 :—

19.	To indicate to Guard whether Driver of Train is carrying Train Staff or Ticket (Rule 9, Appendix I.).	White or Green Flag by day, and White or Green Light by night, exhibited by the Signalman or person in charge.

RULE 113, clause (*b*)—Amended as under :—

113 (*b*)—Loose shunting of all vehicles by engines against loaded Passenger Trains, also loose shunting by engines of vehicles containing Passengers or Explosives, is strictly prohibited.

Loose shunting of vehicles containing Live Stock by engines should be avoided as far as possible, but may be adopted when absolutely necessary, provided the brake is in good order, and the Guard or Shunter controls the movement.

RULE 217, clause (*a*)—Revised as under :—

217 (*a*)—Should a train be stopped by accident, failure, obstruction, or other exceptional cause, the Guard or Guards, and the Fireman, must at once ascertain if any other Line or Lines used by trains running in the opposite or in the same direction are also obstructed, and, if so, they must immediately protect the obstruction on those Lines in accordance with Rule 218. Where it is necessary for the Guard and Fireman to proceed towards each other for the purpose of ascertaining

whether the opposite Line is obstructed they must proceed along the off side (right hand side in the running direction) of their train wherever practicable.

Immediately the train comes to a stand the Fireman, unless he is aware that a Line in the opposite direction is obstructed, must proceed, along the off side (right hand side in the running direction) of his train wherever practicable, to the Guard and convey to him the Driver's request for any assistance that may be required. The Guard must also proceed along the same side of the train towards the Fireman to confer with him, and must then protect the train in the rear in accordance with Rule 217A, except that should the Guard have been advised or be aware that the Block Telegraph Apparatus has failed, he must protect the train before communicating with the Fireman.

APPENDIX I.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY BY TRAIN STAFF AND TICKET.

RULE 9—Additional paragraphs :—

In order that Guards may be aware whether the Driver of their train when running over Single Lines is conveying the Staff or Ticket, the Signalman in charge of the Staff and Ticket working must, if unable to communicate with them verbally, hold out a White Flag to the Guard when he has given the Staff to the Driver, and a Green Flag when he has given the Ticket.

By night a White or Green Light to be used in the same way.

At stations where the person in charge of the Staff and Ticket working can verbally communicate with the Guard it will not be necessary to exhibit the flag or light, but the Guard must, before the train is allowed to leave, be informed by the person in charge of the Staff working whether the Driver carries the Staff or the Ticket.

When trains are assisted by a Bank Engine in the rear, it will not be necessary for the Signalman to carry out the foregoing instructions ; but the Guard must be on the look-out, so as to see whether the Bank Engine Driver is handed a Ticket or the Staff.

Each man is requested to paste this leaflet at the end of his Rule Book.

BY ORDER.

ndon Midland and Scottish Railway

(NORTHERN DIVISION)

terations of and Additions to Rules

CONTAINED IN THE

)K OF RULES AND REGULATIONS (1926)

(To come into operation on July 1st, 1930)

ıe following alterations of and additions ıe Rules will come into force as above, all concerned must make themselves oughly acquainted with the same, so they may be prepared to act upon n on and from the date mentioned.

ıe Rules affected are 23, 55, and 190.

RULE 23, clause (*b*)—Amplified:—

Vehicles with communicating gangways.

(*b*) Men must not go between two vehicles (including tender engines) either of which is fitted with a gangway, or between an engine and a vehicle so fitted, to couple or uncouple, until both have been brought to rest.

Men must not remain between two vehicles, both of which are fitted with a gangway, during an "easing up" movement, but must stand clear of the vehicles until they are at rest.

RULE 55, clause (*f*)—Amended:—

Where mechanical or other appliances are used as reminder to signalman.

(*f*) Where mechanical or other appliances which require to be operated by the signalman are provided to serve as a reminder that certain signals protecting the train must not be lowered or turned off, the signalman must make prompt use of such appliances; and the guard, shunter or fireman who has gone to the signal box in accordance with clauses (a) and (b) must return to the train after receiving an assurance that the signalman has protected it by such appliances.

NOTE.—The placing of a lever collar on the lever working the signal at which a train is detained is not a protection for such train.

RULE 190, second and third paragraph of clause (*c*), amended:—

Tank wagons on either side of which is painted a black or white star, two feet across, may be conveyed on express freight trains, except in those cases where in the Working Time Table such trains are specially prohibited from conveying starred tanks.

Second paragraph of clause (*e*), amplified:—

Lift vans and covered containers, whether full or empty, must be securely roped or chained to the wagons, irrespective of the description of truck upon which they are loaded. To facilitate unloading at receiving stations, lift vans and covered containers must be loaded, where possible, in low-sided wagons unless it is definitely known that destination stations can, without difficulty, unload from wagons of other types.

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BY ORDER.

ndon Midland and Scottish Railway

(NORTHERN DIVISION)

erations of and Additions to Rules

CONTAINED IN THE

)K OF RULES AND REGULATIONS (1926)

(To operate as from January 1st, 1931)

ıe following alterations of and additions ıe Rules will come into force as above, all concerned must make themselves ɔughly acquainted with the same, so they may be prepared to act upon ı on and from the date mentioned.

e Rules affected are Nos. 73, 177, and

RULE 73, second paragraph of clause (*b*), amplified:—

If any signal in advance of the home signal cannot be placed at "Danger" or during the temporary absence of such a signal where ordinarily shown, or if the light of such signal is out when it should be burning, the signalman working the signal must regard it as out of use, and no train must be permitted to pass a home or starting signal to proceed towards a defective signal unless a hand signalman has been appointed or the signalman can suitably instruct the driver, or permission has been obtained from the box in advance for the train to proceed. Where the signal forms one of a group all trains approaching such signals in the same direction on adjoining lines must be similarly dealt with.

RULE 177, additional paragraph to clause (*b*) :—

If there is any danger to a train on an adjoining line the guard must, should his train pass a signal box, exhibit to the signalman a red hand signal waved slowly from side to side, and the signalman must, on receiving this signal, act in accordance with Block Telegraph Regulation 17.

RULE 193, revised:—

Guard travelling in a train he is not appointed to work.

193. (*a*) When a guard is riding in a train other than that he is appointed to work, he must, if so instructed by a Station Master, inspector, or other person in charge, render any assistance necessary in the working of the train by which he travels, and obey any instructions received from the guard in charge of such train; and when there is on the train a break-van in which no guard is riding, he must, when so instructed, ride in such van, and act as assistant guard.

(*b*) Guards, when waiting at stations, must assist with luggage, parcels, &c., to facilitate the despatch of the trains.

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BY ORDER.

London Midland and Scottish Railway

(NORTHERN DIVISION)

Amendments of Rules

CONTAINED IN THE

BOOK OF RULES AND REGULATIONS
(1926)

(To come into operation on January 1st, 1932)

The following amendments of the Rules will come into force as above, and all concerned must make themselves thoroughly acquainted with the same, so that they may be prepared to act upon them on and from the date mentioned.

The Rules affected are Nos. 77 and 279.